WHAT TO SEE AND DO IN The South

BY

GEORGE W. SEATON

How to Get the Most Out of Your Trip

. . . to Virginia
West Virginia
North Carolina
South Carolina
Georgia
Florida
Alabama
Mississippi and
Eastern Louisia
Tennessee
Kentucky

What to See and Do in the South

By

George W. Seaton

Each year more and more people are finding the Southern states one of the most enjoyable vacation spots in the country.

The South has much to offer in beauty, interest, history and tradition. George W. Seaton brings all this and more to the traveler in WHAT TO SEE AND DO IN THE SOUTH.

This new book covers Virginia, West Virginia, North and South Carolina, Georgia, Alabama and Florida and takes short excursions into Mississippi, Louisiana, Tennessee and Kentucky. With George W. Seaton as genial guide, you will see and learn about famous beauty spots like the Shenandoah Valley, the Skyline Drive, Great Smoky National Park; historical centers like the Restoration of Colonial Williamsburg, Richmond, Yorktown and New Or-

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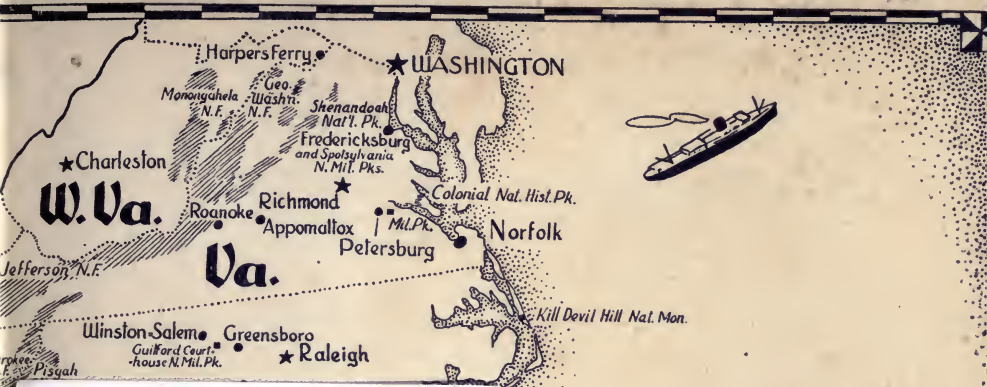

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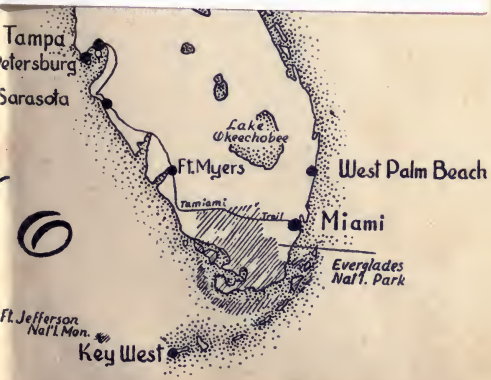

What to See and Do

IN

THE SOUTH

A VIRGINIA GARDEN

What to See and Do

IN

THE SOUTH

How to Get the Most Out of Your Trip

BY

GEORGE W. SEATON

Author of LET'S GO TO THE WEST INDIES; WHAT TO SEE AND DO IN MEXICO; WHAT TO SEE AND DO IN SCANDINAVIA; WHAT TO SEE AND DO IN NEW ENGLAND; CUE'S GUIDE TO NEW YORK CITY; CUE'S GUIDE TO WHAT TO SEE AND DO IN FLORIDA; WHAT TO SEE AND DO IN WASHINGTON.

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For

ELOISE VAN DER VEER WHITE

Foreword

HAROLD KAPLAN, JR., AGED SEVENTEEN, WROTE A VERSE. IT HAS BUT FOUR lines:

I've never been to Timbuctoo;
I've never been to China,
But of all the places I've never been
I prefer North Carolina.

Innocent enough in itself, isn't it? But from the time of my first acquaintance with it, I found myself repeating it over and over again. It would not leave my mind, and I suffered appallingly from its haunting persistence. When, after a week had passed, I caught myself trying to eat soup in time to its devastating jingle, I realized something would have to be done.

On analysis of the lines, I saw that Mr. Harold Kaplan, Jr., and I had much in common. He had never been either to Timbuctoo or to China, and neither had I. Reading between the lines, I gathered that he had no great desire to go to either of those places, and for the moment neither had I. But we did share an enthusiasm for North Carolina—and that is where I won out over Mr. Harold Kaplan, Jr. For I had been to North Carolina, and it seemed to me that if I wrote a book about it, and then sent Mr. Harold Kaplan, Jr., a copy, his increased desire to go there would make him suffer as he had made me suffer, perhaps even more. So I went to work, and discovered that I had let myself in for something bigger than I had realized.

For it was impossible to write about North Carolina without writing about the states that bound it—and then I got enthusiastic about those states too. So I went on month after month piling page upon page until I finished this book, which has as one of its objects the forcing of Mr. Harold Kaplan, Jr., to rewrite his verse and somehow to include in it not only North Carolina but all the other states south of the Potomac and the Ohio and east of the Mississippi as well.

There is no more fascinating region—and this book does not pre-

tend to cover every interesting thing in it. It is written for the traveler who is out for a good time and who wants to see the scenery without having to catalogue every mountain and river in it; who enjoys relics of the past, but can take equal pleasure in a beautiful building that happened to be put up yesterday; who wants to get the most out of his trip, but who has the good sense to realize that if he kills himself sightseeing he won't get anything out of it at all.

So I have listed only those regions which I consider most rewarding to that type of traveler, and have tried to give just enough description of the things to see in those sections so that he can pick out what interests him and avoid the rest. In so doing I have been guided largely by my own preferences. Since I find that I am a very "average" traveler who enjoys looking at the things that most of his countrymen enjoy, and doing the things that they do, and buying the things that they buy, my preferences may be not a bad guide. Anyway, they are quite obviously the only ones I can possibly have.

They sometimes lead me away from the main roads—and where I have happened to find something interesting or beautiful a few miles away from a four-lane highway, I have included it. And I hope that the notes of such out-of-the-way spots will lead some traveler to make a few of these detours, for, after all, if he and I enjoy the same things when they happen to be on a main road, we probably will enjoy the same sort of things when they are tucked away in the woods.

Although this cannot be listed under any particular place, I hope you can find a few minutes for the finest sightseeing of all—the view from a hilltop where you can sit quietly and watch the shadows of the clouds slip over the valley below, or some dawn in a woodland when the morning mist whispers its way up among the trees.

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G. W. S.

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What to See and Do

IN

THE SOUTH

Introduction— 1

The South, as we know it, is the territory bounded by the Potomac and the Ohio on the north, the Atlantic Ocean on the east, the Gulf of Mexico on the south, and the Mississippi on the west. It is an immense region offering a travel interest far beyond the imagination of people who have never been there.

Particularly among New Yorkers do I find the rather misguided impression that the South is a place you go through on your way to Florida, dotted with pine forests and cotton fields, populated romantically with lovely ladies wearing hoopskirts and with picturesque Negroes who spend all their time singing to the music of a banjo. When I was a schoolboy in Paris, the most popular American novelist among the French youth was James Fenimore Cooper, and I was amazed to find that my schoolboy friends seemed to have derived most of their impressions of twentieth-century America from this nineteenth-century novelist. I am equally surprised today when I discover that some of my New York friends base their impressions of the South exclusively on *Gone with the Wind*.

When these people go south they are going to get a shock, but if they go with an open mind, the shock will be a pleasant one. They will find a far more varied and interesting land than they ever expected to see. The South is more than just another region; it is a vast empire with all the varied attractions that you would expect to find in an empire. The traveler who drives hurriedly from New York to Florida, making as much speed as he can on the way, will probably find the drive monotonous. But, if he stops to look at some of the fascinating things that can be seen en route, and if he devotes a little time to intelligent planning, he will find his trip both south- and northbound a delight instead of a bore. If he will stop at some of the great cities on the way—Richmond, Charleston, Savannah—or if he will go back into the mountains and see the Great Smokies National Park, or Mt. Mitchell, the highest point east of the Rocky Mountains, I can guarantee him pleasure beyond any expectations that he may ever have had.

Southern Cooking

Nine times out of ten, when the American thinks of the South he also thinks of southern cooking. And for this you can hardly blame him, although many of my friends have come home complaining that southern cooking was a myth, and that in the average roadside stand it was, as usual, mediocre to bad, and in the big hotels, the food, while excellent, was exactly the same as they got anywhere else. This is unfortunately true, but to save my soul I cannot see why they should expect anything else. A roadside stand is a roadside stand anywhere in the world. The cuisine of the bigger hotels is an international cuisine more or less alike all over the world. If these same complainers had taken the trouble to hunt up some of the smaller restaurants, they would have found that southern cooking on its native heath can be a delight. There are restaurants in the South, like Antoine's in New Orleans, which are world-famous and deserve to be, but there are loads of others not so famous offering local specialties that are good.

Throughout this book I have noted various places that I have tried or that have been recommended to me where various local food specialties can be consumed at their best. In doing so I have largely omitted hotels, which have a list of their own, and where good food in the dining rooms is to be expected. If you happen to find a good restaurant that is not mentioned in the text, remember that the omission is in no sense derogatory. It merely means that I don't happen to have heard of it.

Certain local specialties in the South must not be missed. One of these, of course, is the Virginia ham. The flavor of Virginia ham is mostly a matter of its careful smoking, a process which lasts sometimes for several months. There is spoonbread, a bread baked so soft that it should be served and eaten with a spoon. Then there is the famous southern fried chicken with cream gravy. And it is actually possible to find cornbread that is still light and fluffy but doesn't explode and run down your sleeve the instant it is touched with butter, as northern cornbread is so apt to do. Along the coast are a variety of delicious fishes, with the pompano and the red snapper of the Gulf in the lead for flavor and delicacy. Inland there are, of course, the different kinds of lake and brook trout. Although many of my southern friends re-

fuse to eat it, I find a piece of ordinary catfish, freshly fried and smoking hot, to be just about as good as anything I have ever tasted.

Romance

The South of today is very far from being the sleepy land of languorous romance which the movies delight in picturing for us. This is not to imply that there is no romance in the South. There is plenty of it, but it is the romance of bustling and thriving cities, of great commercial and agricultural enterprises, of a people who have thrown off the lethargy of years and are moving steadily forward to a new destiny.

Yet with all this new and bustling life in the South, the things of the past are not neglected. Many of the old plantations, once fallen into decay under the blows of war or the blight of reconstruction, are now being restored to their former beauty. Lovers of national history will find relics of a great history in every city and almost every village. The South is protecting its scenery and its natural resources with a great series of state and national parks, and is justly proud of the perfection with which these parks are maintained and of the great new highways which lead to them. A visit to the Great Smokies National Park alone will be a revelation to the average Easterner, and even the Westerner, accustomed to the glories of the Rockies, will find a beauty there that will make him realize that magnificence is not a matter of mere height.

When to Go

The best time to go to the South is the time that happens to be most convenient for you. Naturally, the most beautiful seasons are the spring and the fall, as they are everywhere else. That is when you get the flowers at their best, or when the autumn colorings are most magnificent. The farther south you go, the earlier spring begins and the later autumn comes, until finally, when you get 'way down into south Georgia and Alabama and Florida, where many of the trees are green the year round and are draped with graceful Spanish moss, you will notice hardly any difference in the seasons at all. Most Northerners go south in the winter. This is a good time to go because, if you go far enough south, it will spare you some of the rigors of winter in the

North. However, don't be at all surprised if you find snow down in the mountains of Virginia and Carolina and Tennessee and if you find a topcoat very comfortable to wear even in northern Florida and in some rare instances farther south than that. On the other hand, if your vacation time is summer, I see no reason why you shouldn't go south then. If you will consult the Weather Bureau's statistics you will find that the temperature is on the average very little higher than in New York and Chicago, and in the mountain sections not so high. So, if you are going in your own car and the lowlands along the coast get too warm for you, all you have to do is turn to the mountains. They are never more than a day's drive away, if that, and you can continue your trip there until it gets cooler.

But the ideal time is spring. You will find the spring coming along in the South anywhere from the last of March to the first of May, according to how far south you are and to the lateness of the season. It runs anywhere from a month and a half (in Georgia) to three to three and a half weeks (in Virginia) earlier than the spring of New York and Chicago. This estimate is very rough and, as the seasons vary from year to year, it has to be offered with all possible reservations. My impression was gained on my many visits and during the time I lived in the South and commuted back and forth to the North.

In spring you will see the southern gardens at their best. The gardens of Charleston, Savannah, and Wilmington (which, by the way, are not nearly well enough known) are among the most beautiful, not only of the South, but, as far as I have seen, of the world. There you see growing on trees flowers which you are used to buying by the piece from the florist of the North, and wondering then if you can afford them. But once you have seen a large magnolia tree in full bloom, like a gigantic natural bouquet, uplifted on a trunk three feet thick, with each of its thousands of blossoms anywhere from six inches to a foot across, you have seen a sight you will never forget for the rest of your life.

There is an old, old story of a northern boy who fell hard for a girl from Savannah and, when she went home, decided to send her some flowers. So he went to his florist and saw some beautiful flowers in the window and found that they were very expensive. He sank his month's allowance and wired the lady of his heart twenty dollars' worth of camellias. She never spoke to him again.

Except in the mountain regions where there are sharper frosts, the autumn colorings of the South are not so vivid as those of the North. Nevertheless the fall, too, is a good time of the year to go. I find that both spring and fall have their advantages in motoring. In the spring the flowers are lovelier, but in the fall, when the leaves start dropping from the trees, the views are better because the foliage does not get in the way. I would not hesitate to go south at any time of the year, except that I would avoid the far South during the month of September, which I have found rather hot and sticky.

How to Get There

Communications to the South from the large cities of the East and of the Mississippi Valley are, of course, perfection. There are through TRAINS from New York and Chicago to all of the larger and many of the minor points, and the trains are fast. In accordance with the travel trend of the day, many of these trains are new luxury day-coach streamliners, representing the railroads' appeal to the economically minded. The principal railroads running through the eastern and central sections of the South are the Seaboard Air Line, the Atlantic Coast Line, the Southern, and the Louisville & Nashville. Then, running down through the Mississippi Valley from Chicago, are the Illinois Central, the Chicago & Eastern Illinois, the Nashville, Chattanooga, and St. Louis, and their various connections with some of the smaller but well-run systems of the region. It would be useless for me to give you schedules or even hours of travel. Your local ticket agent can do a vastly better job for you than I can.

BUS TRAVEL should be very seriously considered. Too many people have a tendency to make bus travel tedious by not arranging for any stopovers. If you will make use of the busses in the daytime, arranging your trip so that you travel only half to three quarters of the day, you can always find an interesting place to stop over. Such travel is economical. You will see the country as you drive through. With a little intelligent planning, you can make the bus the next-best thing to your own automobile.

There is a network of AIR LINES over the entire South, with through planes or connections from all principal northern and eastern cities. Although this is ideal for the man in a hurry, it is expensive, and it gives you only a map view of the country as you fly over it. If you

have the time, you'll get more out of your trip by staying closer to the ground.

BOAT COMMUNICATION to the South is naturally at its best from coastal points. There are excellent steamship lines from New York to Norfolk, Charleston, Savannah, Florida points, and New Orleans. Also, I should mention that the river steamer on the Ohio and Mississippi is coming back to its old glory with streamlined, air-conditioned boats, and that it offers a rather unique trip to the person who is not in too much of a hurry.

But all in all, if you have the time and enjoy driving, the best way to see the South is by driving the AUTOMOBILE which presumably now stands in your garage. The roads generally are at an even level of excellence. They are well maintained and well policed. Some of the main highways, particularly U. S. 1, may be overcrowded with trucks, but new roads are being constantly built, so that the crowded highways can largely be avoided. You will find you can drive without fatigue for longer distances in the South than in the North, for the roads are straighter and there is less traffic.

But, because the roads are so good, you will always be tempted to drive with your foot to the floor. This temptation I should avoid, particularly in rural districts, where every small farmer seems to be the possessor of an antique car, with which he ambles out on the main highway without any particular worry as to what else may be coming along. If you are driving at a sane speed, this is amusing and not dangerous. If you are driving at an insane speed, you will find it dangerous and not amusing.

The traffic police or state cops are usually courteous, helpful, and inclined to look with a lenient eye on the sins of the visiting strangers. There is one point, however, on which in most southern states they are absolutely rigid, and rightly so. Heaven help you if a traffic policeman sees you pass a school bus which is loading or discharging children, whether it is on your side of the road or not. A very easy rule to remember and one that will keep you out of trouble is: when you see a school bus stop, stop too, and don't start again until the bus starts and the road is clear of children.

What to Wear

The clothes that you will want to take along are those you would normally wear at home in the same season of the year, and the nature of your equipment will depend naturally on the major objective of your trip. If you are simply driving through the country, stopping one or two nights at various points, a man will need a comfortable suit for driving and a woman will need a comfortable dress. Both of them will want a change of clothes for the evening and particularly a change of shoes. There is no greater rest after a day's drive or a day's walk than a complete change of clothing. Unless you anticipate going to one of the large resorts, a woman will have no use for elaborate dinner dresses, nor will the man need a dinner jacket. If they are going to one of the big resorts and can afford it, certainly the man's wife, and probably the man, will want to shoot the works on clothes to the extreme point that his purse will allow, and perhaps a little further. If you expect to camp and climb mountains, you will want heavy shoes and sturdy clothing. All in all, I can only repeat, take with you exactly the same kind of clothes that you would take along for a corresponding vacation elsewhere. If the entire trip is in the summer, northern summer clothes will do throughout; if in the winter, take a few light things if you are going very far south.

Luggage

As far as LUGGAGE is concerned, there is only one primary rule, and that is: keep it simple and keep it light. Today, when it is possible to get laundry done almost anywhere within twenty-four hours, carrying along a couple of weeks' supply means that you are going to burden yourself with a lot of excess weight and excess nuisance. I find that for my own use a large suitcase for general supplies which I can leave in the car, and a small one which I take into the hotel for overnight stops, replenishing it from the larger one every two or three days, is all the luggage I need.

Cost

One of the most difficult questions to answer about a trip to the South, or anywhere else for that matter, is "How much will it cost?" One might as well ask "How high is up?" or "How long is a piece

of string?" It all depends on how far, how fast, and the scale on which you usually travel. If you make up a group of four people, dividing the expenses, your trip will cost less than if you each went alone. If you use the excellent tourist homes to be found in the various neighborhoods, you can stop overnight almost anywhere for a dollar apiece. If you prefer the elaborate hotels, you may pay five dollars just for the privilege of mussing up a pair of sheets. Expense is entirely up to you. All I can advise is this. You probably have a friend who has made a motor trip somewhere in America, and who lives in general on the same scale as you. Ask him. A trip south, on the average, will cost neither more nor less than a trip of the same length anywhere else in America.

Funds

I strongly advise against carrying money in large quantities. Traveler's checks are inexpensive and safe. If you lose cash, nine times out of ten you have lost it for good. If you lose traveler's checks, you can get your money back. I also suggest that a reasonable number of these checks be in small denominations for handy use in hotels or restaurants along the way.

Sightseeing

Although I have conscientiously listed the principal sights of the various towns and localities, and have tried to tell you how to get to them, I am still firmly of the opinion that where organized methods of sightseeing are available, you should use them to save time, money, and temper. The great argument against the sightseeing bus is, "Oh, but I just *hate* being herded around." So do I, but when it comes to a choice between being "herded" (which usually doesn't happen, by the way) and getting lost, so that I waste hours finding the things I want to see and end the day having seen only half of them, I'll take the herding.

A Note on Shopping

There is a natural impulse on the part of every traveler to buy souvenirs of his trip, so throughout the text you will find reference to shops where I believe souvenirs to be at their best. Again, as in the case of restaurants, I apologize profoundly to any good ones that I

may have omitted. I have made no attempt to list large stores or department stores, as distribution of goods in America is so perfect that the same products are displayed by the big stores of all cities at just about the same time.

Rather, I have tried to include those shops where local products—particularly handicrafts—are on sale, and where I think you can get souvenirs representative of the region. But, since some states are almost speckled with roadside stands, with entire neighborhoods where the front yards are full of pottery, and hand-made rag rugs hang on every fence, don't pass up something attractive just because it doesn't happen to be in a shop listed here. The time to buy something you like is when and where you see it, for, if you don't, all too often you'll never see it again.

Virginia— 2

FROM WASHINGTON TO FREDERICKSBURG

FEW STATES OFFER MORE ATTRACTIONS TO THE TOURIST OR THE VACATIONIST than the state of Virginia. If you like mountain scenery, it is there in the Blue Ridge. If you want history, you will find it in Williamsburg or Yorktown or Jamestown, or almost everywhere else. If you like sea bathing, you have it at Virginia Beach. It is a state of varied scenery, and consequently varied interests.

Settled at an early date, Virginia rapidly became important in American affairs. It was important as a colony before the Revolution. It supplied so many of the earlier presidents of the Republic that one of the nicknames of the state is "The Mother of Presidents." Today, although many states have surpassed it in population, it is still in the first rank for interest, industry, and particularly for gracious living.

There are many ways of entering the state of Virginia, but probably most people from the North and the West come in by way of Washington. If you enter Virginia from Washington, a bridge across the Potomac will take you first into Arlington.

ARLINGTON is so completely a suburb of the city of Washington, and the main feature of Arlington sightseeing (the National Cemetery) is so connected with Washington in the popular mind, that I have already included it in a book on that city, which is where it really belongs. In the same book I have treated Alexandria as a suburb of Washington and more or less an incident to be enjoyed when on a sightseeing tour to Mount Vernon. This, I think, was correct when writing about Washington, but would be far from correct when writing about Virginia, for Alexandria, although admittedly a suburb of Washington, will really give the thoughtful traveler a good introduction to the state.

ALEXANDRIA is only some five miles from Washington, and at one time it was seriously contemplated placing the national capital there,

on the ridge where the new shrine of the Masonic organization now stands. It is easy to reach. There is, of course, the famous route U. S. 1. If you are traveling in your own car, a far more charming way is by the MOUNT VERNON MEMORIAL HIGHWAY. The conventional road signs all over Washington will, of course, lead you to Route 1, but the Mount Vernon Memorial Highway is almost as easy to find. Just go to the Lincoln Memorial, cross the Arlington Memorial Bridge, and take the first turn to your left. You will find it a beautiful road free of billboards, and an interesting road, as it will take you past the New Washington Municipal Airport. There are also busses from Washington which take you to Alexandria for fifteen cents, and railroad communications by way of the Richmond, Fredericksburg & Potomac, or the Richmond-Washington Line, as it is more often called.

Although Alexandria is interesting at every time of year, it is at its best during GARDEN WEEK, which is usually the last week in April. Then are opened many of the historic houses and gardens which are closed at any other time. They are also open on a Saturday in May and a Saturday in June, usually the first Saturday of each month, and on these days a ticket costing a dollar will give you admission to various houses and gardens for a full day, and also include afternoon tea. Detailed information as to the exact dates can be secured from the Alexandria Association, Alexandria, Virginia.

If you drive into town in your own car, either U. S. 1 or the Mount Vernon Memorial Highway will lead you into Washington Street, and on that street are many old houses. Unless you take advantage of one of the historic tours, except during garden week, you will not be able to enter most of them, but they are worth pausing to look at from the outside.

You will find three old houses at the corner of Washington and Oronoco Streets. Unfortunately, they are all private and cannot ordinarily be visited. An important one is at 609 Oronoco Street, almost on the corner. This is the HALLOWELL SCHOOL, which gets its name from the school that moved into the building in 1825, although the house was actually built about 1793. It was here that the great general Robert E. Lee prepared for his examinations for the United States Military Academy at West Point. It certainly was a convenient place for him to go to school, for he lived in the adjoining LEE HOUSE at 607 Oronoco Street, which adjoins so closely that it shares the same chim-

ney with the school. The Lee family moved here when Robert E. was eleven years old, in 1818.

Then down Washington Street at No. 429, just past the corner of Oronoco Street, is the PHILIP FENDALL HOUSE. This is decidedly worth a glance, although the LLOYD HOUSE at 220 Washington, farther down the street, is claimed to be the finest example of domestic architecture in the city. Like the Hallowell School, it was built about 1793. At Cameron Street I would turn left. Here, at No. 607, you will pass the LORD FAIRFAX HOUSE built in 1816. Like many of the others, it is privately owned and normally closed to the public. I would continue down Cameron Street past St. Asaph, Pitt, and Royal Streets and park the car in the block between Royal and Fairfax Streets.

Some of the most interesting things in town are grouped around the square formed by Cameron, Fairfax, King, and Royal Streets. At 132 Royal Street, near the corner of Cameron Street, is GADSBY'S TAVERN. This two-story brick structure was built about 1752. It is interesting on account of its age and also because Washington began his military career here in 1754, when he spent some time in Gadsby's Tavern recruiting men for the French and Indian Wars, and because he ended his military career here with a review of the troops of Alexandria in 1799. Both the original building and the taller addition next door, built at a considerably later date, have been restored insofar as possible to their original condition. On Cameron Street itself, between Royal and Fairfax Streets, is the CITY HALL AND MARKET HOUSE. This somewhat undistinguished building houses the ALEXANDRIA-WASHINGTON LODGE of the Masonic Order, of which George Washington was the first Worshipful Master. It contains a unique collection of relics soon to be moved to the new GEORGE WASHINGTON MASONIC NATIONAL MEMORIAL TEMPLE, which has been built on Shooter's Hill to house them. It is a luxury to mention a house in this neighborhood which you actually can visit. This is the CARLYLE HOUSE at 123 North Fairfax Street. Although various changes and the additions of some porches have come close to ruining the exterior of the building, there is so much of interest in the interior that it's well worth the fifteen cents it costs to go in. The house has now really been converted into a museum of early American furniture. Also near by, at the corner of King and Fairfax Streets, is the RAMSAY HOUSE. Built in 1749, this is claimed to be the oldest house in Alexandria.

If you go diagonally across the intersection of King and Fairfax Streets, you will find, in the middle of the next block on Fairfax Street, something almost unique in the United States—a drugstore designed for the selling of drugs rather than cigarettes, electric grills, and automobile tires. STABLER-LEADBETTER'S DRUGSTORE was completely restored in 1939 and, fortunately, the Landmarks Society of Alexandria was able to locate much of the old equipment which is now on display, as are many other interesting old souvenirs of the neighborhood, including a letter from Mrs. Washington requesting that a quart bottle of castor oil be sent as quickly as possible to Mount Vernon. Those were rugged days!

If you continue down Fairfax Street past Duke Street, you will soon arrive at the old PRESBYTERIAN MEETINGHOUSE. This is handsome in some ways, but to me not really as interesting as another church which I will mention a little further on. Near the old Presbyterian Meetinghouse are two more old houses, the CRAIK and CORYELL HOUSES. They are not ordinarily open to the public, and you will have seen exteriors quite as good elsewhere in town, so I should say you would have to be a most enthusiastic lover of old houses and old churches to make this particular walk worth while. I would rather pick up my car and continue down King Street to CHRIST CHURCH. This is the most interesting church in town, and it is open from nine to five on weekdays. The admission fee is ten cents. George Washington was a vestryman, and, although the church has been restored, many of the original features are still there. The crystal chandelier, the wineglass pulpit with its canopy, the communion table, and the reading desk and chairs were all in the church in Washington's time. Near the church is the FRIENDSHIP FIRE ENGINE HOUSE. This old building, dating from 1775 (1774 over the door is the date when the fire company was organized), is open at irregular intervals. The original fire engine, which was presented to the company by General Washington, is now in Baltimore. The one here is only a copy, but is worth the ten-cent admission fee just the same.

If, after so much sightseeing, you happen to be hungry, there are some very good eating-places in and around Alexandria. In town itself at 603 King Street is the ANCHORAGE. Like most good Virginia places, it features Virginia ham and southern fried chicken. Then two miles out of town on Route 1 is the PENN-DAW HOTEL, and

a little farther away, still on Route 1 near Mount Vernon, is the COLLINGWOOD. This is located in an old residence on what was once George Washington's river farm.

If you are not hungry, and even if you have seen Mount Vernon, I would continue by the Mount Vernon Memorial Highway, for, even though this will add a little to your distance to Richmond, the freedom from billboards and from the traffic which normally jams U. S. 1 will make the few additional miles well worth while.

Mount Vernon

If you have not seen MOUNT VERNON during your visit to Washington, you should certainly stop now. This fine old mansion, lovingly preserved by the ladies of the Mount Vernon Association, is just as nearly a national shrine as anything that we possess in America and should be visited reverently as such. The house is open every day in the year. Admission to the house and grounds is twenty-five cents. As the money taken in from admissions is all applied to the upkeep and the restoration of the grounds and mansion, and since this national treasurehouse is being superbly cared for, I can assure you that you will never spend a small sum of money to better effect. You will find a more complete description of Mount Vernon in my book on Washington, where I feel that it more properly belongs.

On to Fredericksburg

There is not a great deal to see between Alexandria (or Mount Vernon) and Fredericksburg. During garden week, usually the last week in April, you will be able to visit beautiful old WOODLAWN PLANTATION, but otherwise there is little to arrest you. Some eight or nine miles from Alexandria you will pass FORT BELVOIR, a post of the Corps of Engineers of the United States Army. It is as beautifully kept as most army posts and contains, as well as the usual apparatus of an army organization, the ruins of BELVOIR MANSION. This house was gutted by fire in 1783, and then the British came along in 1814 and just about finished the job, so that the state of ruin is pretty complete. If you wish to enter the post, permission is usually granted at the gate.

Three miles farther on is POHICK CHURCH. This superbly simple structure is one of the finest specimens of ecclesiastical architecture

THE STATE CAPITOL AT RICHMOND WAS ONCE THE CAPITOL OF THE CONFEDERACY

AND THIS WAS THE WHITE HOUSE OF THE SOUTHERN STATES

A TOBACCO FIELD

THE BOX AT GUNSTON HALL, NEAR ALEXANDRIA

in Virginia and should be considered a "must" for any sightseer. Although it was built in 1773 or 1774, it was badly damaged during the war between the states and was rebuilt in 1874 and again in 1906.

DUMFRIES was once an important town for river trade along the Potomac until the creek on which it was placed silted up and boats began to pass it for the more accessible port of Alexandria. Now about the only relics of its former importance are those of the STAGECOACH INN, which was built before the Revolution, and the HENDERSON HOUSE, built in 1785. Henderson, as far as is known, was just about the first chain store owner in the United States. There are several miles then without any particular point of interest until you arrive at a place some twenty-five miles from Alexandria called the TRIANGLE. Here is the entrance to the MARINE CORPS base at Quantico. It accommodates some four hundred and fifty officers and three thousand men and is the seat of the marine school where all marine officers must go at some time during their career. The town of Quantico lurks somewhere behind the neon signs and the billboards of the roadside stands which surround the Triangle.

Six miles farther on is a BRONZE CRUCIFIX erected as a memorial to the first English Catholic settlers. Giles Brent and his two sisters, Mary and Margaret, came to Virginia about 1650, and many of the Brent family are buried in the AQUIA ROMAN CATHOLIC CEMETERY less than a mile away. The AQUIA CHURCH was a fine structure when built in 1757; but, although noteworthy then, it is chiefly remarkable today because the silver communion service had to be buried three times during the wars of 1776, 1812, and 1861 to keep other professed Christians from stealing it. Once this church is passed, there is little for the casual traveler to note until he arrives at Fredericksburg itself.

The ardent shopper will be interested in the Craft shop at MOUNT, south of Quantico and some 14 miles or so north of Fredericksburg. Here is displayed an excellent assortment of rugs, belts, baskets, dolls, pottery (both Indian and Virginian), jams and jellies, woodcarvings, and among other things a fine selection of needlework.

Virginia — 3

FREDERICKSBURG AND RICHMOND

THE SMALL CITY OF FREDERICKSBURG IS ON THE WEST BANK OF THE Rappahannock. Although laid out in rectangles like so many American towns, and with the usual bustling business center, it does have tucked away in various places a startling amount of interesting things which all too few people stop to see. From the north both U. S. 1 and U. S. 17 lead into Princess Anne Street, more or less the main street of town. I would continue down Princess Anne Street to Hawke Street and then turn left at that corner. After traveling for a single city square down Hawke Street, turn left on Caroline Street and stop in the middle of the block at the RISING SUN TAVERN. This old inn was built about 1760. Although the porch is restored, the main one and one-half story building, covered with broad hand-beveled clapboards, is original.

You will find the interior, with its banqueting hall, more than worth the 25 cents it costs to see it. The tavern is open every weekday from 9 to 5.

After leaving the tavern, proceed for half a block down Caroline Street and turn right into Fauquier Street, turning left at the second corner into Charles Street. If, as you make the turn, you look straight ahead up Fauquier Street, you will see about the middle of the block on the left the only remaining one of thirteen horse-chestnut trees planted by Washington himself. It is a big tree now and a fine one but, unless you have some great sentimental interest either in horse-chestnuts or in a tree which happened to be planted by Washington, I don't think you will need a closer view.

One of the most interesting things in town is at the northwest corner of Charles and Lewis Streets. Here is the HOUSE OF GEORGE WASHINGTON'S MOTHER, Mary Washington. It is open on weekdays the year round from 9 till 12 and from 1 till 6 and, in the summer

only, from 1 to 6 on Sundays. The admission is 25 cents. Mrs. Washington lived here from 1772 to 1789 and apparently didn't like it much, for she complained to her friends that she had never lived so poorly in her life. Although Washington seems to have made ample provision for her, she spent a good deal of time borrowing money from the neighbors. And it seems to be on record that Washington finally stopped paying her rent for some land which he hired from her because, as he said rather plaintively, if he just went ahead and *gave* her the money he would at least get credit for it without perpetually being complained of as an unnatural son. The middle section of the house was built by Washington in 1772. The garden is in a fine state of preservation, some of the boxwood being original and some of it restored.

A restored boxwood walk leads through the gardens from Mary Washington's house toward KENMORE, which was the home of George Washington's sister, Betty Washington Lewis. This house has been restored since its purchase by the Kenmore Association in 1922 and is really one of the finest sights of its kind that we have in the country. The parlor, or salon, called the Great Room, is probably as perfect an example of a room of its kind as exists to us today. This house is open from 9 to 6 daily. The admission costs 50 cents and is worth it.

I would park my car somewhere near here and would prepare for a short walk, for many of the other interesting sights are on Charles or Princess Anne Streets between William and Hanover. These four streets make a small rectangle one city square wide by two long. Walking down these streets, you will pass many interesting things which otherwise you might miss. For instance, on the corner of Charles and William Streets is the old SLAVE BLOCK, so called because slaves were sometimes put up on this block for auction, although its real use seems to have been as a stepping block from which the ladies who visited the tavern near by mounted their horses.

In the center of the block on Charles Street is the JAMES MONROE LAW OFFICE. It is open daily from 9 till 6, the admission fee being 25 cents. It is furnished with pieces of the period and with the actual desk on which the Monroe Doctrine was written.

After glancing at the MASONIC CEMETERY at the corner of Charles and Church Street, one of the oldest in America, I would go over one

block to Princess Anne Street, which runs parallel with Charles. Here between George and William Streets is the CITY HALL, built about 1813 and open weekdays free from 9 till 5. I do not find it too interesting, and neither do I find ST. GEORGE'S CHURCH on the northeast corner of George Street and Princess Anne Street to be too interesting in its turn. Built in 1849, it is the third church to have been erected on this site. However, diagonally across the same street intersection is the PRESBYTERIAN CHURCH, used as a hospital by the Federal soldiers during the battles of Fredericksburg. Clara Barton, the founder of the American Red Cross, was one of the nurses here. Two cannon balls which struck the building during the fighting have been built into the left column of the portico. The COURTHOUSE is something I would visit only if I had lots of time, although the MASONIC LODGE, with a Gilbert Stuart portrait of Washington and with other relics of our first president, will interest you if you have not seen the more fascinating one in Alexandria.

Unfortunately, you cannot visit the JOHN PAUL JONES HOUSE, which was the only home he knew, although it actually belonged to his brother.

Here I would pick up the car again and go for a few minutes to the MARY WASHINGTON COLLEGE, which has a pretty location on Marye's Heights overlooking the city, and would then proceed to the National Park Service Headquarters and Museum. You can reach the headquarters by following the sunken road running along the foot of Marye's Heights, which was one of the main points of defense by Confederates during the various battles of Fredericksburg.

The NATIONAL PARK SERVICE HEADQUARTERS AND MUSEUM will give you all possible information about the battlefields of the neighborhood, many of which were among the most famous of the war between the states. There is a diorama of Fredericksburg showing how the shell-torn town looked after the bombardment, and frequent lectures which are invaluable to a good understanding of the events of seventy-five years ago.

The battlefield of Fredericksburg was the town itself and the immediate surroundings. The importance of the city and the violence of the fighting can best be shown by the fact that it changed hands seven times during the conflict. In fact, the whole district is a battlefield. If you wish to see the site of another great combat of the

Civil War, follow Virginia 3 out William Street past the Mary Washington College; a ten-mile drive will bring you to CHANCELLORSVILLE, which is really a crossroads named after the great Chancellor House. There is no space here to tell the details of this battle, except to say very briefly that here the Federal troops took a grand beating. Here you can turn left to Spotsylvania, 12 miles away, where the COURTHOUSE, built in 1870, replaces the one destroyed in the fighting of 1864. The TAVERN is interesting, having been built soon after the Revolution. An addition was built in 1830. Not too far away is the site of the WILDERNESS TAVERN, and here some Confederate trenches have been restored by the National Park Service. From the Wilderness Tavern you can return by Virginia 51 to Fredericksburg, where you can see the NATIONAL MILITARY CEMETERY. More than 15,000 men were buried there, of whom 12,000 have never been identified. All wars have their unknown soldiers.

Between Fredericksburg and Richmond

There are two good direct routes from Fredericksburg to Richmond: one goes through Ashland along U. S. 1 and the other through Bowling Green on Virginia 2. On U. S. 1 you might be interested in the MASSAPONAX CHURCH, not so much on account of the building as on account of the extraordinary inscriptions scribbled on the rear wall of the gallery by both Union and Confederate soldiers. They have been carefully preserved and can still be deciphered.

ASHLAND is a small and fairly pretty town along the railroad tracks, famous chiefly for being the seat of RANDOLPH MACON COLLEGE, which is said to be the first that was founded in the United States by the Methodists.

The other route is easy to find. Just follow the signs for U. S. 17 or Virginia 2 along Princess Anne Street and out of town to where the routes separate. The road (Virginia 2) is a beautiful one, almost curveless for most of its distance, and to me is a somewhat pleasanter way of going to Richmond than by U. S. 1 itself. A detour of 3 miles over Route 606 will take you to the STONEWALL JACKSON SHRINE, which is the little house where he died after being accidentally shot by his own men.

BOWLING GREEN is a quiet little town. It has only one sight of any importance, which is the OLD MANSION about one mile from the center

of town. This was the main house of the old estate. It has a most evil history. An entire family is supposed to have died there under most mysterious circumstances and, of course, it is said to be haunted.

The little town of HANOVER has an interesting COURTHOUSE built in 1733 and prides itself on its list of famous former residents. I find the TAVERN, built in 1723 and remarkably well preserved, to be the most interesting building in town. Near by is a wayside park with all facilities for camping and picnicking. Once Hanover is passed, there is nothing to detain you on your way to Richmond.

Richmond

Richmond, the state capital, is a well-laid-out and attractive city. It has an extraordinary number of monuments, erected chiefly, of course, to the heroes of the Confederacy. As it is impossible for me to list them all here, and as you will inevitably see most of them while driving through town or going from place to place seeing the sights, I suggest that you go first to CAPITOL SQUARE, where you will see the best one and some of the other most interesting sights in town as well. Here in the square is the WASHINGTON MONUMENT, probably the best statue group in the city. Although it is in the style of another day, it is still one of the finest in America. It is largely the work of Thomas Crawford, although after his death two of the subordinate figures of the group were finished by Randolph Rogers.

The STATE CAPITOL is an important building of its kind, both historically and architecturally. It is modeled somewhat after the Maison Carrée at Nimes, and the model for the building was prepared in France by Thomas Jefferson in collaboration with a French architect. The original structure was built between 1785 and 1792. The wings and the steps were added in 1904 and 1905. In this building is the second-finest statue of the city; under the dome in the center of the rotunda is HOUDON'S MARBLE STATUE OF GEORGE WASHINGTON. In niches around the room are busts of the seven other presidents which Virginia gave the United States. The eighth niche is occupied by HOUDON'S BUST OF LAFAYETTE. The Capitol is interesting historically as having been the seat of Virginia government and as having housed the Congress of the Confederacy during the War Between the States.

In the same square is the GOVERNOR'S MANSION. This simple, two-story structure, built in 1813, is not open to the public.

Very interesting is the JOHN MARSHALL HOUSE, the former home of the great chief justice of the United States, which stands at the corner of Ninth and East Marshall Streets. Built about 1790, it contains many relics and much interesting furniture. It is open from 9 till 5 Monday to Friday, and from 9 till 2 on Saturday. The entrance fee is 25 cents. You should also visit the VALENTINE MUSEUM, not only because it is in a splendid old house built in 1812, but to see the Victorian parlor complete with the heavy draperies and furniture dear to our grandmothers. It really is a sight. In addition to the parlor, the museum contains many objects of art. Another very interesting display is in the CONFEDERATE MUSEUM. This building was once the White House of the Confederacy and was occupied by Jefferson Davis and his family during the War Between the States. Now, as its name implies, it contains a collection of Confederate relics.

Probably the oldest house in town, having been built some time between 1680 and 1690, is the Edgar Allan Poe House at 1916 East Main Street. It contains a collection of relics and manuscripts going back to the days when Poe was a resident of Richmond.

The MONUMENTAL CHURCH, finished in 1814, is somewhat monumental, as its name implies, and has a baptismal font, dated 1733, from an older church in Jamestown. However, among churches I find ST. JOHN'S CHURCH more interesting. The central part was built in 1741, although the building has often been enlarged since. Here in 1775, during the session of the Second Virginia Convention, Patrick Henry made his famous speech demanding that somebody give him liberty or give him death. I have already listed too many things, but I still want to mention the Headquarters of the VIRGINIA HISTORICAL SOCIETY at 707 East Franklin Street. The building was the residence of General Robert E. Lee during the war and the home to which he returned after Appomattox. Perhaps the sad journey was lightened for him by the fact that the Union soldiers cheered him as he went on his way, and turned his ride homewards into what was almost a personal triumphant procession. The building is open daily from 9 to 4:30 from Monday through Friday and from 9 till 1 on Saturdays.

The new CONFEDERATE MEMORIAL INSTITUTE, erected in 1913, is a magnificent and monumental building standing in six acres of grounds and containing some very fine MURALS by Hoffbauer, a French artist

in spite of his Germanic name. The story goes that he had prepared sketches for his murals of Civil War scenes just before he went into the French Army in the World War of 1914-18. After the War he is said to have destroyed all the sketches he had made and then to have designed completely new murals based on his actual wartime experience. Art lovers will also find a really well-rounded though not large collection in the VIRGINIA MUSEUM OF FINE ARTS, and lovers of architecture will be interested in the buildings of the UNIVERSITY OF RICHMOND and of WESTHAMPTON COLLEGE. These two educational institutions are on opposite sides of an artificial lake. Westhampton has buildings of Collegiate Gothic designed by Ralph Adams Cram.

In SHOCKOE HILLS CEMETERY is the grave of the great John Marshall; and the gravestone of an even earlier inhabitant, that of Powhatan, still stands in CHIMBORAZO PARK on a bluff overlooking the site of his old village and also, alas, a lot of modern factories.

The 300-acre WILLIAM BYRD PARK is a beautifully landscaped recreation place with pleasant lawns and woods around three lakes. An electric fountain in one of them gives a grand display at night. Here, too, is the MEMORIAL TO THE WORLD WAR DEAD, a tower 240 feet high with a carillon of sixty-six bells. There is a museum of World War relics in the base. It is open weekdays from 10 to 12 and 2 to 4, and on Sundays from 3 to 5. Admission is free.

And those who are interested in the development of Negro culture will wish to visit the CRAIG HOUSE to see the Negro art school which has been installed there.

What to Buy in Richmond

While there are splendid large stores in the city and a multiplicity of souvenir stands, the only purely local things I could find to note are that the Southern Biscuit Company makes cookies after old southern recipes, that the Pin Money Pickles, Inc., does the same thing with pickles, and that the Biggs Antique Company makes fine reproductions of old furniture.

What to Do in Richmond

The Virginia State Fair is held in Richmond usually during the last week in September. The Horse Show is in May, Garden Week comes late in April or early in May.

There are 18-hole GOLF courses at the Laurel Golf Club and the Glenwood Golf Club. Greens fees at either are 75 cents from Monday through Friday, and $1 on Saturdays and Sundays.

There is SWIMMING in the lake in Byrd's Park, SKEET SHOOTING at the Richmond Skeet Club, and TENNIS COURTS in various locations.

Virginia— 4

THE TIDEWATER COUNTRY

ALTHOUGH IN THE LAST CHAPTER I DESCRIBED TWO OF THE MORE DIRECT routes from Fredericksburg to Richmond, they are, nonetheless, routes that I would not take unless I were in a great hurry. A detour will take you into one of the most interesting sections of all Virginia. If you cross the the Rappahannock River at Fredericksburg by the "Free Bridge," you will arrive on the upper end of what is known as the NORTHERN NECK, which is the long peninsula stretching southeastward between the Potomac and the Rappahannock Rivers.

A little beyond the bridge, about a mile and a half from Fredericksburg, is FERRY FARM, where George Washington lived during the time he was between six and eleven years old and where his mother, Mary Washington, lived until she moved into Fredericksburg in 1772. The house is gone, and the place today has chiefly a sentimental interest as being the spot where in all probability he neither cut down a cherry tree nor threw a silver dollar across the river. If the child is father to the man, then the boy who was destined to become the greatest agriculturist in America would hardly cut down a cherry tree. In his later life George Washington spent money in the grand manner, but there is again no record that he ever threw any away. Quite the contrary, in fact.

You are now on Virginia 3, and although you are in a nest of old houses and plantations, most of them are open to the public only during garden week, so hardly need a long description here. However, among those which are open are certain ones which it would be a great pity to miss. A fine specimen is MARMION, just off Virginia 3 about 15 miles from Fredericksburg. This old mansion (open in the summer, admission 50 cents) was built about 1750, and it is the interior that makes it a point really worth visiting. The parlor has been stripped of its woodwork, which is now in the Metropolitan

Museum of Art in New York, but there is plenty left in other rooms. Although the house was built in mid-eighteenth century, the exquisite carving which embellishes it is said to be the grateful expression of a Hessian soldier. Wounded during the Revolution, he was nursed back to health by the Fitzhugh family, and he carved the decorations of the house as a thanks offering.

Some 16 miles from Fredericksburg you will come to the junction with Virginia 206 which leads to the UNITED STATES NAVAL PROVING GROUND at Dahlgren. You will probably not be allowed to enter unless you have special permission. Unless I had some particular interest in going there I would not bother, but would continue to the village of KING GEORGE, a very tiny place of no particular interest, but nevertheless a landmark on your way. From King George, Virginia 205 will lead to POTOMAC BEACH, whence there is a ferry to Morgantown, Maryland, every hour. The fare is $1 for car and driver and 25 cents for each extra passenger. Far larger and far better-known as a resort is COLONIAL BEACH, about 2 miles away, where a house owned by Lighthorse Harry Lee of Revolutionary War fame has now become part of the COLONIAL BEACH HOTEL.

Continuing down Virginia 3 through OFFICE HALL and OAK GROVE, you will come to the junction with Virginia 204. This will take you to one of the most interesting places in the whole state—the GEORGE WASHINGTON BIRTHPLACE NATIONAL MONUMENT. It is open to the public from 8 until 6 daily; admission is 10 cents. The house is a reconstruction, but a magnificent one and very well worth visiting. About a mile away is the WASHINGTON CEMETERY where thirty-one members of the family are buried, including the father, grandfather and great-grandfather of our first president. Also interesting is WASHINGTON MILL. It was built in 1713 and came into the possession of the Washington family in 1728. They owned it for many years. The mill has been repaired at intervals and is still in use.

Four miles farther along Virginia 3A will take you on the left to WESTMORELAND STATE PARK. This is one of the finest public recreation grounds in all Virginia, covering in all 1,266 acres. The location of the park is exquisite. Although there is no surf bathing, the salt-water bathing in the quiet tidewaters of the lower Potomac is good.

It is only a couple of miles from Westmoreland State Park to another of the great sights of Virginia—STRATFORD HALL, the birthplace of

General Robert E. Lee. The house is open daily from 9 till 6. Admission is 50 cents for adults and 25 for children. The house was built about 1729, and there have been no great alterations since. The chief restoration that has had to be done by the Robert E. Lee Memorial Foundation since it purchased Stratford in 1932 has been done on the other buildings of the estate. The wharf, the mill, the shop, and the formal garden have all been restored, and the vistas between the house and the river have been cleared of their encroaching trees and brush and again reopened to give the views that were there in the old days. This really is one of the finest of all the mansions in Virginia, both in beauty and in historical interest.

What to do next will depend largely on the time at your disposal. When you reach the crossroads past MONTROSS you will have your choice of two routes. You can continue down the peninsula or, if time is an item, you can go to Warsaw, cross the Rappahannock there to Tappahannock, and continue along U. S. 17 to Yorktown, to Norfolk, and eventually to Williamsburg. This will probably appeal to most people, for, while the rest of Northern Neck is delightful, I must confess there are no very great sights there. The only important one I can think of is CHRIST CHURCH near KILMARNOCK, 'way down toward the end of the peninsula. This is not to be confused with the Christ Church which we have already seen in Alexandria. It is considered probably the finest colonial church in Virginia, in the Greek Cross type of architecture. About the only alteration that has been made is that the roof was recovered in 1896. Otherwise, the church is just about as it was when it was finished in 1732. It was built by a man who was such a despotic local magnate that he was nicknamed "King Carter." His grave and those of his two wives are in the churchyard.

If you have not gone to Christ Church, you might be interested in a couple of things in WARSAW before crossing the river to Tappahannock. One is the RICHMOND COUNTY COURTHOUSE, built in 1748, and the other is the CLERK'S OFFICE near by, erected in the same year. It was built as a one-room building with walls two feet thick made of stone blocks. The additional room was added in 1935. One of the fine mansions of Virginia is about 2 miles from Warsaw. SABINE HALL is famous not only for the beauty of the building but also for the gardens, particularly in the springtime when the gardenias and

the narcissi are in bloom. Most of the furnishings have been in the house since early days. The house was built probably about 1730. The admission to the house is 50 cents and to the garden 50 cents. It's rather expensive as old houses go, but well worth the money if you are a lover of old houses and gardens.

In TAPPAHANNOCK the old COURTHOUSE, which has become part of a church, was built in 1728. The club is the old CLERK'S OFFICE, a small brick house built before 1750, and there is a small brick DEBTORS' PRISON which is now an office. The dining room of the Riverside Inn has been highly recommended.

South from Tappahannock there is very little to make you stop on the way. There are, of course, many old houses, but very few that need be detailed here. In GLOUCESTER there is again a COURTHOUSE, erected in 1766, with a small brick DEBTORS' PRISON adjoining it, built some time before 1750. Otherwise, you can go practically straight on through as far as Gloucester Point, from where a ferry crosses the York River every half hour, the charge being 50 cents for the car and driver and 15 cents for each additional passenger.

This ferry will take you to Yorktown, but I am going to defer the description of that city until a little later and imagine that you have driven straight through to NEWPORT NEWS, very largely a bustling modern city. It is the site of one of the biggest shipbuilding yards in all America and is also the Tidewater terminal of the Chesapeake & Ohio Railway. There are a few things to see in the vicinity, but very little in the city itself unless, of course, you can make arrangements to get into the plant of the Newport News Shipbuilding & Drydock Co., which is not too easy to do.

The NEWPORT NEWS HOMESTEADS are of great interest to sociologists as one of the model communities built to provide low-cost housing for Negroes. It is noteworthy because, except for the architecture, the work was almost entirely done by Negroes.

Four miles northeast of Newport News at HILTON VILLAGE is the MARINERS' MUSEUM. This is one of the most interesting small museums in America. It houses an extraordinary display of ship models, maps, charts, and globes. The grounds of the museum are a bird sanctuary, and the artificial lake in the grounds is a favorite resting-place of migratory water fowl.

Only 3 miles away at the JAMES RIVER COUNTRY CLUB is another fas-

cinating museum if you are an enthusiastic golfer, for here is the collection of early golf implements made by Archer M. Huntington and presented to the club, which is kind enough to keep it open to the public.

About 10 miles from Newport News is OLD POINT COMFORT and FORTRESS MONROE. U. S. 60 will take you there, and will take you past the officers' quarters of the fort. Old Point Comfort is also a famous resort, chiefly on account of its great hotel.

Nearer Newport News and on the way to Old Point Comfort is the city of HAMPTON. It seems to be populated very largely by men from the Coast Artillery Post at Fortress Monroe, and from LANGLEY FIELD.

Of interest in Hampton is ST. JOHN'S CHURCH. The walls are from the original structure erected in 1728. It was damaged in the War of 1812 and restored in 1827. The church was badly burned again in 1861, but the old walls still stood and still make part of the present structure.

Probably the greatest sight in Hampton is the famous HAMPTON INSTITUTE. This is one of the greatest educational institutions for Negroes in the whole world. There are 139 buildings on the 74 acres of its grounds, and today it has about 200 instructors and over 1,000 students. There are extraordinarily interesting exhibits in the MUSEUM, particularly musical instruments and fetishes from the upper Congo. Many of the buildings are noteworthy, particularly the LIBRARY and VIRGINIA HALL, which was built with the proceeds of the concert tours of the Hampton singers. Booker T. Washington was probably the most distinguished worker here. At Hampton you are facing HAMPTON ROADS, with the Norfolk Naval Base across the water. It is one of the most important harbors in the whole country and is the principal East Coast base of the U. S. Navy.

Since the HAMPTON ROADS PORT includes the three cities of Newport News, Portsmouth, and Norfolk, it would be only natural to treat them as a sightseeing unit, and to visit the other two cities next. From Newport News a toll bridge 4½ miles long (car and driver 80 cents; extra passenger 20 cents) takes U. S. 17 across the James River to the twin cities of Portsmouth and Norfolk. Although these cities are politically two, geographically they are one, being separated only by the waters of the Elizabeth River. They are very much alike in appearance and in the kind of things to see, and both of them depend

largely for their prosperity on the ocean. Portsmouth, of course, is the site of the United States Navy Yard, and Norfolk is the Atlantic terminal of the Norfolk & Western Railroad, which has made it one of the greatest coal-shipping ports in America. However, whichever route you take to get to these twin cities, from Richmond or Petersburg or Newport News, will bring you to Portsmouth first.

Portsmouth

Although PORTSMOUTH is largely a manufacturing city, it has many old things worth looking at. TRINITY CHURCH is an important one. It stands at the southwest corner of Court and High Streets. The congregation is still very proud of the bell, which was cracked when it was rung too enthusiastically to celebrate Cornwallis' surrender at Yorktown. The bell has been re-cast since and the church has been partly rebuilt. The GRAVEYARD around the church is interesting, as it was the first public burying-ground in the city of Portsmouth.

Most of the OLD HOUSES in Portsmouth are in private hands, and it hardly seems worth while to give you a long list of old houses which you will not be allowed to visit. One of the most interesting ones, on the southwest corner of Crawford and Queen Streets, which does happen to be open, is the CRAWFORD HOUSE. It is open night and day, as it houses the "Helping Hand Mission." This tall brick building was erected in 1779, and was then known as the Centennial House. It was famous as the smart hotel of Portsmouth in its day. It was not until about one hundred years ago that its name was changed to Crawford House, and it was only after many vicissitudes that the mission moved in in 1938.

Of course, the great sight of Portsmouth is the NORFOLK NAVY YARD. The fact that it is officially called the Norfolk Navy Yard I presume gives the inhabitants of Portsmouth considerable pain, and I really can't understand it myself. Probably it is to avoid confusing it with the Portsmouth Navy Yard at Portsmouth, New Hampshire, which in its turn is not in Portsmouth, New Hampshire, but across the river in Kittery, Maine. It seems to be a habit.

It's an enormous place, covering 453 acres, with 212 buildings, large and small, and 6 drydocks. Many men of the Navy and Marine Corps are always on duty there, and they keep some 5,000 civilian employees busy. The Yard is normally open from 8:30 to 4:30 daily

and admission is free, a pass being issued at the gate. Naturally, in any period of national emergency, admittance to the Yard can be refused.

One of the most interesting places in the whole reservation is TROPHY PARK, where there is a collection of various articles preserved from old ships, and of various forms of artillery. It was at this navy yard that in 1861 the Merrimac was made into an ironclad and renamed the Virginia, and it is from this navy yard that she sallied forth to wreak havoc among the wooden ships of the Federal fleet anchored offshore.

Another great sight is the UNITED STATES NAVAL HOSPITAL. Its location on a peninsula stretching out into the Elizabeth River is an exquisite one and the buildings and grounds are models of their kind. In the burying ground here among other interesting memorials is a stone cairn erected in memory of the 300 men lost when the Cumberland and the Congress were sunk by the ironclad Virginia.

Norfolk

NORFOLK, just across the river from Portsmouth, is reached by a toll bridge or by ferries. There are more things to see here than in Portsmouth, as one would naturally expect from the larger town. Many of the most interesting sights are grouped along FREEMASON STREET and, no matter how you come into town, whether by ferry or by bridge you should keep a sharp lookout for that street. However, before you get there you will pass a few things on the way. If you come in by the ferry you will arrive at Main Street, and if you come over the bridge you will also arrive on Main Street, but considerably farther to the east.

At the corner of Main Street and Commercial Place is one of the important sights of the city, the CONFEDERATE MONUMENT. It is interesting not only as a monument but on account of its location, which is on the center lot of the original town. The monument was begun in 1889, but the statue of the soldier which crowns it was not added until 1907.

Once you have seen the monument, I suggest you continue up Commercial Place to the NORFOLK COURTHOUSE, a fine building erected not quite a hundred years ago. The dome rises to a height of 110

feet. At the courthouse turn right on City Hall Avenue as far as North Church Street and, turning left on that street, you will soon come to ST. PAUL'S CHURCH. This is said to be the only building in Norfolk that was not ruined either by the bombardment by Dunmore's ships or by the fire which followed the bombardment in 1776. A cannon ball from the bombardment is still embedded in the south wall. The church is open daily from 8:30 to 5, except Thursdays and Sundays, when it is open only from 8:30 to 1. St. Paul's Museum, where historical documents and pictures are on display, is open during the same hours and is located on the second story of St. Paul's parish house.

Having seen the church, I would turn left from Church Street into Freemason Street where, within easy reach, are three of the finest things to see in Norfolk. The MYERS HOUSE, with its ivy-covered walls, has one of the finest Adam interiors in all the United States. It was occupied by the same family from the time it was built, about 1790, until it became a museum in 1931. It now contains a very fine collection of furniture and portraits by Gilbert Stuart and Thomas Sully; but, notwithstanding the value of furnishings and paintings, the great feature of the interior is the exquisite architecture and decoration itself. Almost beside the house is the MASONIC TEMPLE, erected in 1875, and practically across the street from the Masonic Temple is the CHINESE BAPTIST CHURCH, which has a Chinese minister and Sunday school for Chinese children. The building was erected in 1871, but the Chinese Baptist Church was not organized as such until 1930. Farther down the street are some more interesting old houses which, unfortunately, are not open to the public. There are the SAMS HOUSE, the GREEN HOUSE, both with distinctive twin flights of steps, and the WHITTLE HOUSE, all grouped within a short range. Most of these houses were built in the late eighteenth century. Farther down Freemason Street is the SELDEN HOUSE, also notable, built in 1807.

If you wish, you can go along Front Street to FORT NORFOLK, but, as the fort has long been abandoned and is now district headquarters for the United States Engineers and a storage place for ammunition, I doubt whether you will find it very interesting. It is open by permission of the District Engineer's Office.

The MUSEUM OF ARTS AND SCIENCES, at the corner of Yarmouth Street

and Mowbray Arch, was opened in 1933. It has a remarkably interesting collection of American Indian and Mexican Indian relics, as well as some interesting Chinese early porcelain.

If you are interested in modern churches, you will be delighted with CHRIST-ST. LUKE'S CHURCH, built in 1936. It's a fine gray granite building in a modified Gothic and with elaborate bas-relief. Aside from old houses and new churches, the most important thing in Norfolk is the UNITED STATES NAVAL OPERATING BASE. It is open daily from 8 in the morning to sunset and is the site of the grounds of the Jamestown Exposition, which occupied this 850-acre tract on Hampton Roads in 1907. This naval base was established in 1917. It is probably one of the most modern in the world. Besides all the other numerous activities necessary to maintain a modern fleet, it has a naval air station, a service schools department, a training station, and a supply base, which are housed in over 450 buildings scattered around the grounds. Naturally, the naval base can be closed by the naval authorities at a moment's notice.

From Norfolk you will be within easy reach of a whole flock of seashore resorts, of which Virginia Beach is by far the most famous. There are two good roads that will take you there, U. S. 60 and U. S. 58. You will probably find U. S. 60 the more interesting. It passes first through Oceanview, which is the seafront section of Norfolk, and then follows along the waterfront until you get to the junction of U. S. 460. Here look sharp because you are near the turn for one of the oldest houses in Virginia. The ADAM THOROUGHGOOD HOUSE is very small, but a great sight to see. The interior is pine-paneled and has been refurnished with objects suitable to its age. We don't quite know when the house was built, but it is almost certain that it was some time between 1635 and 1640. The house is open from 10 to 6 on weekdays and the admission is 50 cents.

About 3 miles farther on is the great 3,400-acre SEASHORE STATE PARK. It is open from the middle of May till the first of November, and an admission fee of 10 cents is charged to anyone over ten years old. It is a great state playground with space for overnight camping, cabins, and everything you need for recreation; it is also a great natural sanctuary for land birds and water fowl. CAPE HENRY is easily distinguished by its towering lighthouse, erected in 1879. Here a granite cross marks the spot where on April 26, 1607, the first colonists

of Virginia came ashore and read their sealed instructions from the London Company. Then very soon you will pass FORT STOREY, a very modern fort indeed, with coast defense guns guarding the approach to Hampton Roads and the water approach to Washington, and you will arrive soon at VIRGINIA BEACH. The beach itself is about 6 miles long. This is one of the most popular seaside places in the United States, having a year-round population of only about 2,000 but a summer population of some 12,000. A return to Norfolk can then be made by U. S. 58. The entire drive from Norfolk back to Norfolk can be made easily in the course of an afternoon.

Just south of Norfolk, on U. S. 17, is one of the most interesting things in all the country, the great DISMAL SWAMP REGION. The swamp is a great wilderness, and, while it is now fairly well known, particularly because of the timber operations there, it is still a haunt of game. Many black bear and wildcats are found in the swamp and so, unfortunately, are plenty of copperhead snakes and rattlers. U. S. 17 to the south follows the general route of the DISMAL SWAMP CANAL, completed in 1828, largely with the idea of permitting the transportation of lumber from the swamp. If you are willing to make a drive of some 20 miles to ARBUCKLE'S LANDING, you can have a very interesting boat ride to LAKE DRUMMOND in the heart of the swamp itself. Whether you see any game or not, it is well worth while to make the ride just to see the vegetation of this terrible old wilderness. The OLD STONE HOUSE near Arbuckle's Landing was once the home of the superintendent of the canal, but has now been converted into a tearoom.

Virginia— 5

THE COLONIAL NATIONAL HISTORICAL PARK

FEW PLACES IN AMERICA HAVE SO MUCH HISTORICAL INTEREST PACKED into such a small space as the COLONIAL NATIONAL HISTORICAL PARK. Here within the 40-mile circuit of the park is Jamestown, where white civilization in the United States began; Yorktown, where the surrender of Cornwallis marked the eventual victory of the Colonial forces during the Revolution; and Williamsburg, the colonial capital and the seat of William and Mary College, a town which has recently been so lovingly restored that almost overnight it leaped into prominence as one of the sightseeing features of all America. The three great features of the park are, of course, the three towns, and they are being connected by a parked highway which brings all three within easy reach, with Williamsburg as the center.

The traveler from the north has two interesting routes. He can enter the park by Yorktown from the north, as I described in the last chapter; or, if he is in Richmond, he can come into the park by way of U. S. 60 from Richmond to Williamsburg. I prefer the route from the north leading down through the Tidewater country, and therefore will begin my description of the park not with Williamsburg but with Yorktown, and consider that you have taken the route shown in the last chapter and will return to Richmond by U. S. 60 after you have visited the park.

Yorktown

YORKTOWN itself is now only a village of 300 or 400 population. Historically it might almost be said to mark the real beginning of the United States. In 1781 Cornwallis had been driven into Yorktown by the combined French and American forces, and by September 29 the French, under Compte de Grasse, had driven away the British fleet. The American and French forces had surrounded Yorktown,

and the British surrender had become inevitable. The siege lasted until October 17, when the British commander asked for a parley. On October 19 the English finally surrendered and marched out between the French and American forces.

There are many old things left which are well worth seeing, and to be sure of seeing them at their best I would advise you to go first to the LIGHTFOOT HOUSE, built in 1710 and now the headquarters of the Colonial National Historical Park. There you can secure free guide service for the area and make sure that you don't miss anything you ought to see.

One of them is the SWAN TAVERN. This tavern is a reconstruction built in 1934. The original one, which was built in 1719, was destroyed during the War Between the States by the explosion of a powder magazine. Another built on the same site in 1880 was burned in 1915. There are many interesting relics in the present tavern, which gives a good idea of the appearance of an inn in Colonial days.

GRACE CHURCH was built in 1697 and has been burned twice since. The walls are the original ones, but the interior, of course, has been completely reconstructed. The bell, dating from 1725, was damaged when the church was burned in the War of 1812, was taken away by Federal soldiers in the Civil War, and was eventually found in Philadelphia, re-cast, and returned in 1889.

The CUSTOM HOUSE is said to be the first of its kind erected in America. It was built in 1706 and was restored a little over 10 years ago. Although most New Englanders don't know it, Yorktown also had its tea party; in 1774 the collector of revenues was one of the men who helped to dump two half-chests of tea over into the harbor. The Custom House is open daily, the admission being 25 cents.

Another great sight is the NELSON HOUSE. Not only is the house interesting, but the gardens with their surrounding brick walls are really very fine. The admission to the house is 75 cents and to the garden 50 cents; both together cost a dollar. It's open from April 1 to November 1. This house was built in 1740, and Cornwallis lived in it during the siege of Yorktown. The owner, who was General Nelson of the Continental Army, directed cannons against his own house, and one of the balls can still be seen embedded in the wall. Then, if you still have a craving for old houses, there is the

SHIELD HOUSE, admission to which is only 25 cents. It is a one-story structure built about 1700.

Another of the most interesting features of Yorktown sightseeing is the MOORE HOUSE, where officers of the British and Colonial armies met to arrange the terms of the surrender. The house has been restored. Although the date of construction is not definitely known, it is believed to have been built some time before the middle of the eighteenth century. The YORKTOWN MONUMENT is a most elaborate affair most belatedly constructed. It is said that in 1781 Congress resolved to erect a marble column here, but about a hundred years passed before another Congress got around to appropriating the money to do it. The monument is in the taste of another day, but it does serve as a sort of central point for the scene. In the neighborhood some of the OLD FORTIFICATIONS have been restored and give as much of an idea as they can of how the defenses of Yorktown must have looked during the siege.

Williamsburg

From Yorktown I would drive the 13 miles to WILLIAMSBURG over the new Colonial National Monument Parkway. Williamsburg is probably one of the most extraordinary examples of reconstruction that has yet been done in the United States, if not in the world, for here the entire town has been taken in hand and, without sacrifice of modern comfort, has been brought back to the appearance of ancient days. The Parkway crosses the tracks of the Chesapeake & Ohio on the way into town and takes you to North England Street. When you come to the end of this street turn left and then right into Queen Street, and at the end of that street turn right and left again into South England Street. This will take you to the CRAFT HOUSE, where the information office of the Williamsburg Restoration is located. Here they will give you a free map of the town, and they will sell you a combination ticket costing $1.50 for adults and 75 cents for children under sixteen which will give you admission to the Capitol, the public jail, the Raleigh Tavern, the Ludwell-Paradise House, and the Governor's Palace. However, there are a lot more things to see than those; you should try to give Williamsburg an entire day. The town is so compact and you will want to get in and out of your car so many

times to see the various sights that you would do well to park it somewhere and do the town leisurely on foot.

Since Williamsburg was the capital of Virginia from 1699 to 1780, you might begin your sightseeing with the GOVERNOR'S PALACE, which is a reconstruction of the original erected about 1700. The entire reconstruction has been done on the old foundations of the building, the authorities for the work being a plan drawn by Jefferson, a picture of the buildings as they appeared in the mid-eighteenth century, and many pages of source material. The furnishings had been very carefully inventoried by early governors, and there is not the faintest doubt that the furnishings of the building are absolutely authentic. Even without the building, the Governor's Palace would be one of the great sights of America because of its particularly fine gardens, and some of the portraits in the building would be considered the treasures of any museum, particularly those of the Hon. Mary Howard by Sir Peter Lely and of Charles I and his queen by Van Dyke. Near the Governor's Palace is the MATTHEW WHALEY SCHOOL, today the public school of Williamsburg. It is interesting sentimentally because it preserves the name of the school founded in 1776 by Mary Whaley and dedicated by her will to her son, Matty, who died in 1705 when he was nine years old. The old Governor's Palace faces down a rather broad plaza, again with interesting things on both sides. Within the first block are four houses—interesting as you pass by—which are not generally opened as sights of the town. On the left are the BRUSH HOUSE and the LEVINGSTON HOUSE, and on the right are the CARTER-SAUNDERS HOUSE and the DEAN HOUSE. After you cross Prince George Street, the first building on the right is the WYTHE HOUSE. This rectangular brick mansion was the headquarters of Washington before, and of Rochambeau after the siege of Yorktown. It is not included in the combination ticket, but is open on payment of 25 cents.

On the next corner is one of the very finest sights in Williamsburg, the BRUTON PARISH CHURCH, probably the oldest Episcopal church in America which has been in uninterrupted use. The present structure, replacing an earlier church on the same ground, was built some time between 1710 and 1715, although the tower was not constructed until about 1769. The interior was altered, but fortunately was restored 35 years ago by the rector of that day, Dr. Goodwin, who was

also responsible for the restoration of the Wythe House, and to whom Williamsburg owes a great debt. In the church are preserved a font from Jamestown and a communion service and Bibles from the same place. There is also a chalice, a paten, and a basin given to the James City Parish Church in 1661 or 1662. Bruton Parish Church ranks with the restored Capitol as one of the things in Williamsburg that absolutely must be seen.

A little retracing of steps will bring you back to the ST. GEORGE TUCKER HOUSE on Nicholson Street. This is private, but by all means you should go for a glance at the exterior. Next door to it on Nicholson Street is the ARCHIBALD BLAIRE HOUSE, private, and across North England Street is the SIR JOHN AND PEYTON RANDOLPH HOUSE. Admission to this house can be secured only by arrangement, so again I would content myself with a look at the exterior.

Continuing down Nicholson Street, one comes on a group of several other important sights. One of them is the PUBLIC GAOL. This was the first penitentiary in Virginia. While it is no longer in use, it has been restored for exhibition purposes to the way it looked in 1773. Admission is 50 cents if bought individually, but is included in the combination ticket. It is open daily from 10 to 6 in the summer and 10 to 5 in the winter. Next to it is another fascinating old house, the COKE-GARRETT HOUSE, 90 feet long, notable for the beauty of its gardens. Although you cannot go in, again you should be sure to see the exterior and admire from the street the gardens which surround it.

Here, standing in grounds bounded by Nicholson, Waller, and Francis Streets, is the old COLONIAL CAPITOL. Admission is included in your combination ticket, or you can purchase a ticket at the Capitol for 75 cents if you have not purchased such a combination. It is open daily from 10 to 6 in the summer and from 10 to 5 in the winter. This building is a reconstruction built on the original foundations. The original was built sometime between 1700 and 1705, was burned in 1747 and was rebuilt between 1751 and 1753. This second building lasted about 80 years and then, in 1832, was burned in its turn. The restoration of the present building was started in 1929. The rooms within, particularly the legislative chambers, have been refurnished exactly as they were; fortunately there were good records showing just how the furnishing had been done. The Speaker's Chair in the House of Burgesses is the original. You will want to see not only the

room of the House of Burgesses but also the Council Chamber and some of the very fine portraits, notably one of William III by Sir Peter Lely.

On Francis Street, almost but not quite opposite the Colonial Capitol, is another great residence, BASSETT HALL. Private and carefully restored, it now is the Williamsburg home of John D. Rockefeller, Jr., who has remade modern Williamsburg by continuing on an elaborate and amplified scale the work more modestly begun by Dr. Goodwin. The SEMPLE HOUSE on the same street is also private.

If you will turn into Duke of Gloucester Street you will soon come to the RALEIGH TAVERN. This old building has again been completely restored on the original foundations, and the interior is perfectly furnished in the style of the late 1700's, although the kitchen in the rear wing is strictly modern. The original building was erected possibly about 1740. The building was still in use as a tavern until it was burned in 1859.

Almost across the street from the tavern is TARPLEY'S STORE. In Williamsburg the restoration has been so carefully carried out that even modern chain stores lurk behind carefully antiqued fronts. The BLAND-WEATHERBURN HOUSE is in the same block, in an unrestored building, and is still in use as an inn. I doubt if the exact date of construction is known, but it must have been built some time before 1716 because that was when it was sold by the Bland who then owned it, and when it became a tavern.

Then again a little farther down the street is the LUDWELL-PARADISE HOUSE, included in the combination ticket and, like the other buildings in that area, open between 10 and 6 in the summer and 10 and 5 in the winter. It can be visited individually for 25 cents. The building was erected about 1717 and was so well preserved that all the restoration authorities had to do was to give it some slight repairs. Continuing down the Duke of Gloucester Street, you come next to the OLD COURTHOUSE. This is not quite so old as some of the other buildings, as it was erected in 1770. It is open daily from 9 until 9, and it houses the archeological exhibit of the Williamsburg restoration, a collection which should certainly be seen if only for a view of the eighteenth century copperplate from the Bodleian Library in Oxford which was invaluable as showing the public buildings of Williamsburg in its heyday.

There are, of course, many other old things in Williamsburg that are worth while, but so many of them are private that I shall mention only one or two more. Indeed, if you have gone through this list you have done more sightseeing than the average person can stand in one gulp. You should, however, see DR. BLAIRE'S APOTHECARY SHOP, for it is one of the earliest drugstores in America and is almost the equal in interest of the drugstore in Alexandria. Then, of course, you will want to go into the exercise yard of the Eastern State Hospital and see the KITCHEN OF THE OLD CUSTIS HOUSE. This kitchen is all that remains of the old house where Daniel Parke Custis, who was the first husband of Martha Washington, lived for many years before his death. It was the Custis fortune which made her such a wealthy widow when she married George Washington. So far as we know, the house was built about 1714.

WILLIAM AND MARY COLLEGE is the second-oldest in America. The college opened in 1694 and was the principal educational institution in Virginia, but gradually the University of Virginia eclipsed it. Here the Phi Beta Kappa Association was founded in 1776. It was closed during the War Between the States and again between 1881 and 1889. The enrollment now is in the neighborhood of 1300. The college is most proud of being the possessor of the WREN BUILDING, which is the oldest academic building in the United States, and also is the only building in the United States, or in the Americas, which was designed by Sir Christopher Wren. The foundation was laid in 1695, and in 1699 it was possible to use the building. It has been burned three separate times, but the original walls were still standing when the present restoration was begun in 1928. The building is restored to its appearance in 1705. The college library is modern but should be visited for the sake of the very fine paintings on display and for the sake of seeing the FRENCHMAN'S MAP, which is dated 1782 and has been very useful to the restoration authorities because it shows the location of every house in town which was there at that time. Then, too, there is the BRAFFERTON BUILDING in the college grounds, built in 1723, and the PRESIDENT'S HOUSE (private), built in 1732. In front of the Wren Building stands a statue of Lord Botetourt, who was Virginia's first governor.

If you are in Williamsburg between March 15 and June 15 you may care to drive some 6 miles to see CARTER'S GROVE. This splendid old

house is open daily from 9 to 6 between these dates, but not at other times. The admission is $1.10. It is famous for the perfection of its proportions and the beauty of its setting. Located on a high bit of land some 80 feet above the water, its outline is softened by a row of tulip poplars, and these ancient trees are so beautiful that they might almost be considered a sight if there were no house there at all. Carter's Grove was built in 1751. Restoration was begun in 1927.

For the souvenir lover, the Craft House will provide authentic reproductions of eighteenth-century furniture, and when you are hungry the eighteenth-century dishes on the Travis House menu are guaranteed to make you think that our ancestors did not live so badly. The dining room of the Williamsburg Inn is perfection, and the Williamsburg Lodge, under the same management as the Inn, gives excellent meals at a lower tariff than that charged by its bigger brother.

Jamestown

JAMESTOWN, also in the Colonial National Historical Park, is only 6½ miles from Williamsburg. On Jamestown Island (open 9 to 5 on weekdays and 1 to 5 on Sundays, the admission being 25 cents) is the site of the town where American history can truly be said to have begun. It was originally known as James Towne, and was settled in May 1607 by colonists who came over from England in three little ships: the *Sara Constant,* the *Goodspeed,* and the *Discovery.* They landed first on the shores of Cape Henry (see page 34). The famous Captain John Smith, as a result of dissensions in the leadership of the expedition, arrived a prisoner, but when sealed orders for the conduct of the expedition were opened, it was found that he had been appointed a member of the council by the King, and there was consequently nothing to do but release him. He was not the official chairman of the council, but his innate qualities of leadership soon made him the effective commander of the entire band. They had a hard time, particularly after Smith left them in 1609, and then during the winter of 1609-1610, called the "Starving Time," when the colony shrank from some five hundred to about three score souls. In 1610 the site was actually abandoned for three days, but as the colonists were leaving they met relief ships coming from England. Although they were tired and discouraged, they turned back and re-established

the settlement. Here at Jamestown, one year before the Pilgrims landed on Plymouth Rock, there was set up in 1619 the first representative government in the New World. Jamestown remained the capital of the Virginia Colony from 1607 to 1699, when the capital was removed to Williamsburg.

Twenty Negroes were brought to Jamestown in 1619 and sold at the same time that a representative government was being set up for the first time in America. Although these Negroes were the beginning of slavery in the United States, they themselves were not sold for life but were indentured for a period of years.

Jamestown had many vicissitudes. It went through starvation, massacres, and epidemics. Finally in 1698 the town was almost entirely burned, and it was then that the capital was finally moved to Williamsburg.

There is not a great deal left. There are, of course, the RUINS OF THE CHURCH TOWER and the remains of the ANCIENT GRAVEYARD, its age being eloquently attested by the enormous size of a sycamore tree which has grown up between two of the early tombs. There are also the foundations of a few of the dwellings and of two of the four state houses which stood there at various times. Unfortunately, the island was much neglected during the centuries, with the result that a good deal of the western end, which was the site of the original settlement, was washed away before its protecting sea wall was erected some forty years ago.

The MULBERRY TREES scattered about the island are descendants of the original ones ordered planted in 1621, the growing of silk worms and the making of silk having been one of the first industries established in the colony. Various monuments have been set up at the reputed site of the first landing, although it is very doubtful just where that was. These, of course, are modern. There is the JAMESTOWN NATIONAL MONUMENT, a 100-foot shaft of granite dedicated in 1907, and a STATUE OF POCAHONTAS, who may or may not have saved Captain John Smith's life but who certainly eventually became the wife of John Rolfe. Through this marriage the colony came under the protection of her father, the great Indian chief Powhatan. There is also, of course, a STATUE OF CAPTAIN JOHN SMITH. Jamestown would hardly be complete without one.

You may also be interested in the ruins of the JACQUELIN AMBLER HOUSE, at the eastern end of the island, which was begun about 1710. It was burned during the Revolution, rebuilt, burned again during the War Between the States and once more rebuilt; when it was burned accidentally for the third time in 1895, the owners apparently became discouraged and stopped. One can hardly blame them. In the RELIC HOUSE, a new building near the sea wall, are collections of many things found during excavations, chiefly potteries and so on, and also a souvenir stand selling mementoes of the neighborhood. Delightful articles of earthenware are made locally by Ye Olde Jamestowne Colony Pottery.

From Jamestown there is a ferry across the James River to SCOTLAND, and from Scotland, Virginia 10 will take you in the direction of Richmond or in the direction of Portsmouth and Norfolk. Also, Virginia 10 is a very good route to Petersburg if you turn left at Garysville onto 37. However, if I intended to omit Petersburg and return to Richmond at once, I would go back by U. S. 60 if in a great hurry. If not in a hurry I would choose Virginia 5, which follows more or less the bank of the James River and takes you through scenery of exceptional beauty on the way. The distance by Virginia 5 to Richmond is about 55 miles from Williamsburg and about 58 miles from Jamestown. On this route, about 4 miles before you cross the Chickahominy River, you will pass the site of the house where Captain John Smith began the manufacture of glass in 1608. There are many other old houses on the way, of which one of the most noteworthy is SHERWOOD FOREST, the home of President John Tyler. The house stands in an immense estate and has a total length through the house and dependencies, all connected, of about 300 feet. It was finally completed about 100 years ago.

WESTOVER is another fascinating place, the grounds being open every day, admission $1.00; but the house is open only during April Garden Week. SHIRLEY was one of the largest mansions in tidewater Virginia and here again the gardens are open daily. Admission is 50 cents. The house, like Westover, is open only in April Garden Week. The estate was settled in 1613, but the present mansion was built some 200 years ago.

About 6 miles before you get to Richmond you can visit the RICH-

MOND NATIONAL BATTLEFIELD PARK. Here FORT HOKE has been restored as much as possible to its appearance during the time of the siege of Richmond.

If you wish to come back by U. S. 60, you will find the road interesting, though I really don't think it compares in beauty with the route by way of Virginia 5 which I have just described. The most interesting thing to me along the road is the CHICKAHOMINY INDIAN COMMUNITY, some 24 miles from Williamsburg, where live the few descendants of the once powerful tribe ruled by Powhatan. Naturally there are battlefields all the way (U. S. 60 or Virginia 5) but to try to tell you what happened on each would make this book too impossibly long to be conveniently used.

Virginia— 6

FROM WASHINGTON INTO THE RIDING COUNTRY AND TOWARD THE BLUE RIDGE

PROBABLY ONE OF THE MOST LAVISH SECTIONS OF AMERICA IN A QUIET WAY is that country along the eastern slopes of the Blue Ridge Mountains, with Middleburg and Warrenton and Charlottesville as its centers, where people never talk about much of anything except their horses and their families, and where the fox is still hunted by men in red coats in due and ancient form. This country is easily reached by U. S. 29. You can begin your sightseeing on that route almost immediately after leaving Washington, for at FALLS CHURCH the church of the same name, erected in 1767, is famous for the perfection of its architecture and the beauty of its woodwork.

Then there is nothing in particular to stop you until you get 12 miles out of Washington where you can turn left, if you wish, to Fairfax and stop at the courthouse to see the wills of George and Martha Washington, which are on display there in a specially built room. Otherwise, except for some old houses, more or less private, there is very little to see in the town.

Shortly after leaving Fairfax you come to the MANASSAS BATTLEFIELD country, now being developed as a national monument, and for miles your road will be just one historic marker after another. The NATIONAL BATTLEFIELD MUSEUM, about 25 miles from Washington, is interesting, and while you are there you can visit the STONE BRIDGE over BULL RUN, only a minute's walk away, where the first major battle of the War Between the States took place, said battle resulting in a momentous defeat for the Federal soldiers. There are several old houses near by, particularly the STONE HOUSE and the rebuilt HENRY HOUSE, which is now a museum with many relics of the battlefield. Admission is free.

Then you come to rolling country, where the houses stand far back

from the road and where you know that you are passing through great estates only by the perfection of the fences along the way, and by the glimpses of the great old houses which you get through the trees. Many of the places are historically interesting but have nothing very much to show to the sightseer. For instance, at NEW BALTIMORE the Baptist Church had a Luke Hanks and Nancy Hanks in its membership who are supposed to have been the grandparents of Abraham Lincoln. However, as that particular church does not stand any more, the interest to the sightseer is more sentimental than real.

Your first town of any importance if you go straight through on this route will be WARRENTON, center of one of the horsiest regions in America. The town talks horses and thinks horses and largely lives by horses and by supplying the needs of the people who support the horses! There is very little to tell about the town, and there are hardly any real sights there, but it is a charming place just to wander around in, particularly on the narrow streets of old houses behind the courthouse and the hotel. There are some good old portraits in the courthouse. The OLD JAIL and JAILOR'S HOUSE, just to the right of and behind the courthouse, are old, and beloved by artists for their simplicity.

The Coffee Shoppe on Main Street is good, and so are the meals at the Warren Green hotel. Then, in a basement dining room, with no pretension to style and with everything on the table at once in "help yourself" fashion, the little Homestead Inn serves home-cooked food that you will remember. Oh, their beans cooked with a ham-bone!

The Warrenton Horse Show is held from the first Saturday to the first Monday in September.

If you intend to visit the northern part of this section first, follow U. S. 29 from Washington as far as the junction with U. S. 50 just past Fairfax, and then turn right on U. S. 50 toward Middleburg. There really is very little to see on this road unless you are extremely interested in history. That doesn't in the least mean that it is not a delightful road to travel, because it is. It runs through rolling country of quiet but great beauty and, like the road to Warrenton, passes through many fine estates.

MIDDLEBURG, which is the first place of importance after you leave U. S. 29, is really, I think, *the* center of the horse country. Here is published the MIDDLEBURG CHRONICLE, which is the bible of the Virginia

THE WREN BUILDING AT WILLIAM AND MARY COLLEGE

THE OLD CHURCH AT JAMESTOWN

THE GOVERNOR'S PALACE AT WILLIAMSBURG

horse-lover's world and to which everybody subscribes who owns a horse or cares anything about horses, largely to find out what his friends and, what is much more important, his friends' horses happen to be doing at the moment. Like Warrenton, it is a charming place to wander in and, like Warrenton, it hasn't a single outstanding sight.

From Middleburg you can easily reach the beginning of one of the most beautiful drives in all America. U. S. 50 will take you from Middleburg across the northern part of the Blue Ridge to Winchester, and from Winchester you have two choices, both magnificent. One is to proceed south through the Shenandoah Valley itself, and the other is to go south over the Skyline Drive.

However, before I start taking you south, let me mention that U. S. 15 leads north from Warrenton and Middleburg through Leesburg to the Maryland line and to Frederick, Maryland. LEESBURG again is a town without anything in particular to describe. It's small and pretty, and that's just about all there is to say about it. On the way from Middleburg to Leesburg you will pass some of the finest old houses in that part of the country, notably the magnificent OAK HILL, but, as they are private, unless they happen to be open in April Garden Week and you happen to be there then, I am afraid you will have to content yourself with passing them. The drive, however, like all the drives in this part of the country, is beautiful.

From Leesburg there is again a very fine road leading to Winchester, with nothing much to describe about the drive except to say that at SNICKER'S GAP, 17 miles from Leesburg, you are on the crest of the Blue Ridge. A trail from Snicker's Gap leads to BEAR DEN PARK where, from a rocky ledge, you can get a fine view westward of the mountains and of the Shenandoah Valley and River. The admission fee is 15 cents. If you intend to proceed over the Skyline Drive, I think you will find that you will get even finer views from the highlands there without the trouble of paying an admission and walking.

Virginia— 7

THE SHENANDOAH VALLEY AND THE BLUE RIDGE MOUNTAINS

Winchester

WINCHESTER IS A PRETTY LITTLE TOWN, SAID TO BE THE OLDEST VIRGINIA city west of the Blue Ridge. The time to visit Winchester is in the spring when the apple blossoms are open. This is usually the last week of April or the first week of May, according to the season. Winchester was the scene of much military activity in both the Revolution and the War Between the States. That is rather an understatement, because in the latter war over 100 military engagements, large and small, took place in the surrounding area. It would be impossible to detail them all here and, in fact, it is unnecessary, for almost everywhere you will find historical markers detailing the various interesting events which happened. If you will write to the Virginia Conservation Commission, Richmond, Va., it will send you an invaluable little book called *State Historical Markers of Virginia* which will tell you about all of them.

In the town are some things which are well worth seeing. The PUBLIC SQUARE is simple but pretty. The FREDERICK COUNTY COURTHOUSE is a 100-year-old structure of the simple Doric type of architecture so dear to the builders of Virginia's public buildings. The old TAYLOR HOTEL on Main Street is now occupied on the ground floor by a chain store. I cannot find the date of its original construction, but the building now standing is a little less than 100 years old, the original structure having been burned in 1845 and rebuilt in 1848. Until it was closed in 1905 it had been a hotel for some 150 years. Some of the most famous men in the United States stopped there at various times, among them George Washington, Chief Justice John Marshall, Henry Clay, and Daniel Webster. During the War Between the States the building was used by both the Federal and the Confederate forces, and for a short time Stonewall Jackson used it as his headquarters.

The ruins of the old LUTHERAN CHURCH are near the entrance of MOUNT HEBRON CEMETERY. The building was erected in 1764 and was burned exactly 100 years later, in 1864. Little of it remains today except a single stone wall overgrown with ivy through which two window openings can be seen. There are two cemeteries opposite each other: one the STONEWALL CEMETERY for Confederate dead and the other the NATIONAL CEMETERY across Woodstock Lane which divides them. In Stonewall Cemetery is the CONFEDERATE MONUMENT, erected in memory of the 829 unknown soldiers buried there. There are even more unknown dead in the National Cemetery, for there are buried 2,381 Union soldiers who have never been identified.

The present ARMORY was once the First Presbyterian Church. It is not a very pretty building, but is interesting chiefly because it is 150 years old. Then on Loudoun Street at the northwest corner of Peyton Street you can still see a fragment of a REDOUBT BUILT BY COLONEL GEORGE WASHINGTON in 1756. The fort was never attacked, but during the French and Indian Wars it was intended to protect Winchester against the French at Fort Duquesne. The ELKS LODGE at the southwest corner of Braddock and Piccadilly Streets was the headquarters of General Philip Sheridan in 1864 and '65. It is easily recognized by the concrete and plaster red apple set up in the front yard, naturally referring to the apple industry of which Winchester is the center.

An interesting church is CHRIST CHURCH, a simple building built in 1828. It contains the grave of Lord Fairfax, who in early colonial days was the owner of Northern Neck (see page 26). Winchester is fortunate in having a remarkably fine PUBLIC SCHOOL, and in being the seat of the SHENANDOAH VALLEY MILITARY ACADEMY. This school was founded in 1764, and since 1785 the sessions have been interrupted only during the period when Winchester was a battleground.

On the corner of Cork and Braddock Streets is WASHINGTON'S OFFICE. The wooden section of this simple building was used as an office by George Washington while he was surveying for Lord Fairfax, and behind the building is a stone monument commemorating the campaign of General Braddock in which Washington won his first military fame.

As the apple is king in the country about Winchester, apple products are naturally the great local buys, notwithstanding the hooked rugs you will see on various fences. They can be bought from the

Ridgewood Orchards, the Old Virginia Candy Co., or the Colonial Kitchen.

South from Winchester by U. S. 11

You can go down U. S. 11 straight through the center of the Shenandoah, or by Virginia 3 to Front Royal and thence by Virginia 12 south along the foothills of the Blue Ridge; or, as a third choice, from Front Royal you can go south over the magnificent Skyline Drive through the Blue Ridge National Park. Only you can decide whether you prefer the heights or the valleys. I prefer the heights, chiefly because I always want to climb any hill from which there may be a view. I am going to suppose, though, that you are at present following the valley and will describe later the other two routes which rejoin this one at Staunton.

First of all, the scenery along U.S. 11 is exquisite. You will have on your left the Blue Ridge Mountains and on your right the Alleghenies during the entire drive, while in the immediate foreground will be the gentle farms and the pretty homes of the Shenandoah Valley itself.

About a mile south of Winchester, if you look to the right, you will see the HOME OF ISAAC PARKINS. This stone house standing on a hillside was built over 200 years ago, although the exact date seems to be obscure.

There is an amusing story of a spot half a mile farther on where County 628 branches off from U. S. 11. There used to be a toll gate here, and the story runs that when General Sheridan was pursuing General Early after the third battle of Winchester the gatekeeper, one Charlotte Hillman, refused to open the gate until she had been promised payment for General Sheridan and his staff. She proved to be so completely adamant that the General was finally obliged to offer payment for himself and his officers, although he said he really couldn't answer for his soldiers. As quite obviously the General could have gone through anyway if he had wanted to, I think the incident proves that he had a sense of humor. However, Charlotte stood and counted the soldiers as well as the officers as they marched through, and after the war was over sent a bill for toll to Washington. It was paid. I am not sure the story is true, but I hope it is.

You will come to marker after marker noting the various engagements which took place along this road, and again the thing to do if you want a complete description is to read the markers. One little village after another follows, such as MIDDLETOWN and STRASBURG, the German name recalling the fact that many of these towns were settled by German colonists. Half a mile away to the right, between Middletown and Strasburg, is BELLE GROVE, one of the great houses of Virginia, but not usually open, so far as I know, except perhaps during Garden Week. At Middletown I have heard good reports of meals at the Wayside Inn. A mile before you get to Strasburg are the CRYSTAL CAVERNS, beautiful and well illuminated, costing 75 cents to get in. However, if I were going to visit only *one* cavern, I think that I would save my money for either the Shenandoah Caverns (see below) or the Luray Caverns (see page 56).

WOODSTOCK, the seat of Shenandoah County, was first called Müllerstadt when it was incorporated in 1761. The weekly *Shenandoah Herald* was established in 1817 and is still published there. The town is also the seat of the MASSANUTTEN MILITARY ACADEMY, with about 125 cadets.

There is little to say of EDINBURGH except that the flour mills there have been in operation since 1848, and there is little to say about MOUNT JACKSON except that near by is something really worth visiting, for at BIRDHAVEN the Shenandoah Community Workers have been organized to give the members education in craftsmanship, and here you can buy exquisite furniture, toys, wrought iron, hooked rugs, and quilts from patterns originated by the ancestors of the present workers.

The SHENANDOAH CAVERNS are a mile and a half from the main road. To reach them you turn to the right on County 730 about 3 miles beyond Mount Jackson. Admission is $1.50 (children 75 cents), and the caverns are magnificent. There are many passageways and many subterranean chambers, which, as usual, are fancifully named. They are well lighted, and so beautiful that if you can ignore the names and the explanations of the guide, you can have a good time admiring them for their beauty alone. The Shenandoah Caverns, while not the largest, are certainly well worth the amount that they cost.

NEW MARKET is quite a center for visits to various caverns, and it is from visitors to the caverns that it derives its chief revenue. The

Hollyhock Inn and the Shenvalee Hotel have both been recommended for meals. The most distinctive local product seems to be hand-made trays. Some 4 miles away are the famous ENDLESS CAVERNS, which can only be described exactly as the Shenandoah Caverns have been, and which cost another $1.50.

Eleven miles away are MELROSE CAVERNS, which were discovered about 1818 and which must have been well known to both the Confederate and the Union armies, for the names of hundreds of soldiers are inscribed on the walls. And about 14 miles away are the Luray Caverns, the largest in Virginia (see page 56).

HARRISONBURG, still in the valley although it is 1,900 feet above sea level, is very proud of itself as it is the principal town of the Shenandoah Valley. It was founded about 200 years ago. The WARREN HOTEL was built there in the late 1700's and was remodeled in 1858. MADISON COLLEGE, really a state normal school, has an enrollment of over 1,300 students, a fine campus, and 17 buildings.

In Harrisonburg the Virginia Craftsman, Inc., and Suter's Cabinet Shop make and sell antique reproductions. C. A. Earman has good Virginia hams, and L. C. Clarke & Co. sell the crystals found locally which are called "Virginia Fairy Stones."

It is only a short drive from Harrisonburg by Virginia 260 to the little village of EDOM, and only a bit further on to the LINCOLN HOMESTEAD. The rear wing of this brick house (admission 50 cents for the whole party) was built by one Abraham Lincoln in the later 1700's. He was the father of Thomas Lincoln, and when Thomas was six years old the family moved to Kentucky, where Thomas grew up, married Nancy Hanks, and had a son whom he named Abraham after the boy's grandfather. The house will be of interest if you wish to see the residence of the grandfather of that president who alone ranks with Washington in the hearts of Americans. It will also be of interest if your tour is eventually to take you to the great Lincoln's birthplace in Kentucky. If you have not either of these special reasons for seeing it, I hardly consider it worth the extra miles, even though it is ranked locally as a great sight.

At Fort Defiance, 17 miles farther on, there are traces of a foundation for the palisades which were erected during Indian raids in 1753 around AUGUST CHURCH, which itself was built in 1748. Next door to the church is the AUGUSTA MILITARY ACADEMY, founded in 1865.

Staunton

The next thing to do is to roll on for 8½ miles to STAUNTON, one of the most interesting towns in the Shenandoah Valley. Here is the BIRTHPLACE OF WOODROW WILSON. It's a plain house, not quite a hundred years old, and it has been somewhat altered since its erection. The birthplace is the property of the Commonwealth of Virginia, and is open from 8:30 to 5 from Mondays to Fridays and 8:30 to 12 on Saturdays for a 25-cent admission.

There are other sights in Staunton well worth seeing. The great institution of the town is, of course, the STAUNTON MILITARY ACADEMY, one of the famous private military schools of the United States. Although founded in 1859, it did not move to Staunton until 1884. It's a unit of the R.O.T.C. Its stone buildings on a hilltop overlooking the town are one of the monuments of the city.

In Staunton too is one of those little curiosa which are the caviare of sightseeing, the HEADQUARTERS OF THE STONEWALL BRIGADE BAND, located on the second story of the city hall, open from 9 to 5 on weekdays. The band was organized in 1845, and its original instruments are still preserved. They are, as far as is known, the only complete set of band instruments still existing *all* of which were made by Antoine Saxe of Brussels, who was the greatest maker of wind instruments that the world has ever known, even if he is chiefly famous for having wished the saxophone on us.

I have heard nice things about the food at both the Rosemary Tea Shop, right in town, and the Brick House Triangle Tea Room, a couple of miles out of town. Also the shopper should not fail to visit the "Just Folks Doll House." Their collection is outstanding.

South from Winchester by Virginia 12

If you elect to follow the second route I mentioned at the beginning of this chapter, you should take Virginia 3 from Winchester to Front Royal. Between the two towns there is not so much to see, and you can simply roll along and enjoy the beauty of the scenery, pausing to read historical markers if you want to. FRONT ROYAL is quite a center today for woodworking, canning, and preserving, and has not a single sight that forces itself on your attention, even if one of the numerous

Randolph Macon Academies is in the town and has more than 200 students and is a good school, like all of them.

South of Front Royal, Virginia 12 follows the windings of the Shenandoah River closely, and again there is nothing to do but enjoy the scenery for some 24 miles until you get to LURAY, which, like New Market, has derived much of its prosperity from the caverns near by. The town itself has very few sights. The only one I shall call to your attention is the BELLE BROWN NORTHCOTT MEMORIAL TOWER, about a mile from the center of town, with a carillon of 47 bells in the peak. There are frequent programs.

This is near the entrance to the grounds of the LURAY CAVERNS, which are open daily. Admission for adults is $1.50; for children, 75 cents. The Luray Caverns are the largest in Virginia and, according to no less authority than the Smithsonian Institution, there is probably no cave in the world as beautifully decorated with stalactites and stalagmites. In the cave itself are two small bodies of water, Dream Lake and the Silver Sea. And, of course, there are the usual rooms that you find in caves, such as the Ball Room, the Throne Room, the Giants' Hall, and the Cathedral. Although I usually wish they would leave the names off the rooms they find in caves, I must admit the Cathedral looks like one, chiefly on account of a formation of stone which is almost an exact reproduction of an organ. South of Luray is more scenery, lovely to look at and dull to read about.

You continue your drive along Virginia 12 in the shadow of the Blue Ridge as far as WAYNESBORO (an industrial town, more or less, where the chief product seems to be metal novelties in Colonial designs), then turn right to Staunton or left to Charlottesville. Or, if you prefer, you may turn right at MONTEVIDEO for Harrisonburg and continue your drive north or south from that town on the Lee-Jackson Memorial Highway (U. S. 11).

If you continue on Virginia 12 to Waynesboro, you will pass GROTTOES, where a short distance beyond the town is a road leading to Grand Caverns, half a mile away. They are open daily from 7 in the morning to 9 at night, and are very much like those at Luray. Their relative importance compared with Luray or the Endless Caverns is perfectly indicated by the admission fee, which is only $1 instead of $1.50.

A FOX HUNT IN NORTHERN VIRGINIA

THE SKYLINE DRIVE IN THE BLUE RIDGE MOUNTAINS

IN THE SHENANDOAH STATE PARK

THE LURAY CAVERNS

The Skyline Drive

There is a third route from Winchester to the south as far as Staunton, Waynesboro, or Charlottesville which scenically is one of the finest in all America. The Skyline Drive can be entered at the north from Front Royal, or from the south at a point only a few miles from Waynesboro, between Waynesboro and Charlottesville. A beautiful circular trip for which you should allow most of a day would be to go from Winchester south by the valley and back by the Drive, or contrariwise, if you are at the other end of the line—north by the valley from Staunton and back by the Drive from Winchester or Front Royal.

The Skyline Drive leads through the heart of the Shenandoah National Park, anywhere from 7 to 13 miles wide. The section of the drive so far completed is 97 miles long, and it would be impossible and tedious to describe the beauty of the scenery. The road sometimes is on the west side of the Blue Ridge overlooking the Shenandoah Valley and sometimes on the east side overlooking the green valleys of the riding and fox-hunting country of Piedmont. The road averages more than 3,000 feet high once it gets up into the mountains. Its scenery is exquisite at all times of the year but probably at its best in the early spring when the dogwood is in bloom or in the later spring when the park is a mass of rhododendron and mountain laurel.

There are several places along the way where there are restaurants, cabins, and cottages. My favorite is at Skyland, near the crest of Stony Man Mountain, which is a very respectable mountain indeed as it is 4,010 feet in altitude. Then from Hawksville Gap, where the road is 3,361 feet up in the air, a 3-mile-long trail will take you to the summit of Hawksville Mountain. This, with its altitude of 4,049 feet, is the highest peak in Shenandoah National Park, though not the highest in Virginia (see page 62). There are more restaurants and lodgings at Big Meadows and at Swift Run Gap.

Although the road is already 97 miles long, it is very far from complete. It is eventually to be part of the Blue Ridge Parkway, which will extend for 480 miles along the top of the Appalachian Mountains; it will connect the Shenandoah National Park and the Great Smokies National Park. Other sections have been completed in Virginia (south of Roanoke—see page 61) and in North Carolina.

Farther South to Lexington

If you are continuing farther south from Waynesboro or Staunton, you have again two choices. One is to drive south on Virginia 151 to Lynchburg and the other, which I consider more interesting, is from Staunton to Roanoke by way of Lexington, following in general U. S. 11.

Five miles south of Staunton is a house built in 1818 by a friend of Thomas Jefferson and called FOLLY for a reason unknown to me; and it is a pleasant novelty, after mentioning so many of the birthplaces of our illustrious dead, to note that at GREENVILLE is the birthplace of Kate Smith who, the last I heard, was very much alive.

At MIDWAY a drive of about a mile to the right will take you to WALNUT GROVE. This was the home of Cyrus Hall McCormick, who invented the mechanical reaper. The house and the outbuildings have been restored, and one of the original binders stands in the workshop.

The little town of FAIRFIELD is a perfect nest of houses dating from the 1700's, very close to the time the Shenandoah Valley was settled. But they are small and mostly private, so I would go on to Lexington without making much of a stop here.

Lexington

Lexington really has a few things to see. The old BLUE TAVERN is on the corner of Main and Jefferson Streets. Part of it was built in 1785. The GRAVE OF STONEWALL JACKSON is in the Lexington Presbyterian Cemetery. And then, of course, at the west end of Henry Street is WASHINGTON AND LEE UNIVERSITY. This is the university of which General Robert E. Lee became president in 1865 after the war. Founded in 1749 as Augusta Academy, it moved several times and, after a couple of changes in name, became known as Washington Academy in 1813. It received its present name in 1871 after Lee's death.

The LEE MEMORIAL CHAPEL is the great sight of Washington and Lee University, where every visitor should certainly see Valentine's exquisite white marble recumbent figure of Lee. There are also some remarkably fine portraits, including the first known one of Washington painted at a time when he was still wearing the uniform of a British colonel. General Lee and the members of his immediate family are buried in the crypt under the chapel.

Perhaps better-known to the average American even than Washington and Lee University is the VIRGINIA MILITARY INSTITUTE, although I doubt very much whether the faculty and the student body were really grateful for the kind of advertising they received in the stage and movie versions of "Brother Rat." NICHOLS ENGINEERING HALL is probably the most interesting of the buildings, easily recognized by the seated statue of Virginia mourning her dead which has been erected in front of it. This statue, officially known as the NEW MARKET MONUMENT, is the work of Sir Moses Ezekiel, who was a cadet in the Institute at the time of the Battle of New Market, and who was present at the battle.

The distinctive local product seems to be the pickles made by the establishment of Nannie Kayton. They are good, and if a bottle of pickles seems a queer thing to buy as a souvenir, let me assure you that I have bought sillier things in my time.

Between 14 and 15 miles south of Lexington the highway passes over NATURAL BRIDGE, probably the most photographed and most advertised natural wonder in the state of Virginia. From the road you will not be able to see the bridge, the scenery being closed off from view by high fences on each side. The bridge is in private grounds, and to get in you will have to pay $1. It is worth a dollar, for the sight of this 90-foot arch spanning a gorge 215 feet deep is a sight to see, and so is the large BOOK FOR SENTIMENTS placed there by Thomas Jefferson when in 1775 he bought the Natural Bridge and 157 acres around it for the amount of 20 shillings. Needless to say, since then the book has had the addition of so many famous names it would make any lover of autographs seriously contemplate burglary.

A Circular Drive to the Hot Springs Region

There is an exquisite drive to be taken from Lexington, which you will do automatically if you are going into West Virginia, and which you decidedly should make as a side trip whether you are going into West Virginia or not. Seventeen miles west by north from Lexington, Virginia 501 will lead you through exquisite scenery to GOSHEN PASS, a gap 4 miles long through the mountains, which is particularly beautiful in the rhododendron season. In the pass is the MAURY MEMORIAL, erected in honor of one Matthew Fontaine Maury who once taught in Lexington and who fell so in love with the scenery of the pass that he

instructed that his body should be carried through it before he was taken to Richmond for burial! Then, driving on through more fine scenery, you will pass MILLBORO SPRINGS (a resort that languished years ago), BLOWING CAVE, which was a natural curiosity known to Thomas Jefferson, BATH ALLEN SPRINGS, again a resort that collapsed, and finally WARM SPRINGS, a town which caters chiefly to tourists. The inn is interesting because two of the buildings, built about 100 years ago, were the courthouse and the jail, and a third was built about 120 years ago for a law office. Opposite the inn are a pavilion and two large bath-houses. The sulphur water flows at a constant temperature of 96.5 degrees.

You can easily tell when you get to HOT SPRINGS because they are near the Homestead Hotel. (The little town of Hot Springs adjoins the hotel grounds.) This is hardly a place for the poverty-stricken but is famous as an American resort. Every known kind of amusement and luxury is available to anyone who has the price. The springs are famous for their curative qualities, and so are HEALING SPRINGS, 4 miles away, where the water is bottled for shipment. Between 8 and 9 miles from Healing Springs is a MEMORIAL TO MAD ANNE BAILEY, a famous frontier woman, and if you stop at the parking-place near by you can see FALLING SPRINGS, where a little stream drops sheer for 200 feet into the valley below.

At COVINGTON, a manufacturing town with nothing in particular to describe, you can turn right to White Sulphur Springs in West Virginia over U. S. 60, or, if you are making the circular drive, you turn left over the same road to CLIFTON FORGE, again almost entirely a business town and an important divisional point on the Chesapeake & Ohio Railroad. Just south of Clifton Forge is something very interesting, the RAINBOW BRIDGE, where the highway and the Jackson River both pass together under a towering arch of rock cut by the river. Two miles from Clifton Forge over U. S. 60, on the way back to Lexington, you will pass a road leading to the entrance to DOUTHAT STATE PARK, 5 miles away, a 5,000-acre recreational area which includes a large lake. Admission is only 10 cents, with overnight camping at reasonable rates. There is a store and restaurant. If you wish to occupy cabins in the park, as many people do for their vacation periods, you should apply for reservations to the Virginia Conservation Commission in Richmond.

The LONGDALE FURNACES, the ruins of which you will next pass, were in operation for nearly 100 years, having been started in 1827 and having continued until 1911. The extent of their operations is attested by the mile-long heaps of slag beside the road. Then there is nothing to do but enjoy the scenery for 16 miles until you come to the KERR'S CREEK MONUMENT in commemoration of two terrible Indian raids in 1763 and 1764, and at MONMOUTH MILL, only 2½ miles from Lexington, you will see one of the old corn mills, with a high overshot waterwheel which has been in existence since 1750.

South of the Natural Bridge, the scenery for about 37 miles through BUCHANAN and through CLOVERDALE is quietly beautiful. Near Cloverdale is HOLLINS COLLEGE, with an enrollment of some 300 girls.

Roanoke

Your next great center is ROANOKE, very largely a commercial town. It would be untruthful for me to say that it is beautiful, because to me it certainly is not. However, there are a few things to see.

In ELMWOOD PARK the public library occupies the house built by one Jonathan Tosh in 1820, and the Sylvan Road leading off Ivy Street up Mill Mountain will take you to a fine VIEW of the town and the surrounding mountains and valleys. CRYSTAL SPRING at the foot of this mountain flows 5,000,000 gallons a day and gives the city its water supply.

Most of the houses in town are private. The hotels are good. There are great commercial plants, and the town is prosperous.

South of Roanoke

Your route south from Roanoke will, of course, depend largely on your final objective. If I were going down to Asheville and the Great Smokies, I would go south from town on U. S. 221 as far as Bent Mountain and then pick up a completed section of the BLUE RIDGE PARKWAY as far as its intersection with U. S. 58 near the MEADOWS OF DAN. Here you will be near the PINNACLES OF THE DAN, which is a deep gorge of the Dan River with many cascades, and where a series of dams and reservoirs are now creating much-needed hydroelectric power for the industries of Danville.

At the junction of U. S. 58 I would turn right to HILLSVILLE and then follow 221 right straight down to GALAX. Turn left there on Virginia

96, which will take you to the South Carolina line and to another completed section of the Blue Ridge Parkway.

If you are going farther west over into Tennessee, U. S. 11 from Roanoke is about your best bet. CHRISTIANSBURG, 1,970 feet up in the air, was founded in 1792. It must be remembered that none of these towns is particularly old because, when the rest of Virginia was a thriving colony, the Blue Ridge section was still a frontier. An important town of this section of the state is PULASKI, with a population of seven or eight thousand. PULASKI WAYSIDE PARK on the slope of DRAPER'S MOUNTAIN affords a memorable VIEW.

There is nothing in particular to describe about WYTHEVILLE. The scenery on the way there is lovely.

To the right on Virginia 88, 3 miles from MARION (where the Rosemont Workers produce notable hooked rugs, quilts, and other homegrown products), is HUNGRY MOTHER STATE PARK. This is one of the finest recreation grounds in all Virginia, with bathing, good fishing, bridle paths, foot paths, and every possible kind of camping accommodation. The cabins include electric lights and stoves. (Cabins should be reserved through the Virginia Conservation Commission in Richmond.)

There is an interesting though rather sad story of how the park got its name. A raiding party of Shawnees captured a woman and her baby and held them prisoner. She escaped, taking her child with her, and collapsed at the peak now called MOLLY'S KNOB. Her child, knowing something was wrong, wandered away and finally came to a group of houses down the creek, uttering a plaintive cry, "Hungry! Mother!"

A little farther on at CHILHOWIE you can turn to reach the second-highest mountain in Virginia, for a fairly good road takes you to the top of WHITE TOP MOUNTAIN, and from White Top Mountain you can get a view of MOUNT ROGERS, 5,719 feet and the highest peak in Virginia. The White Top Music Festival is held on the White Top Plateau every August on the second Friday and Saturday. It features folk music and dances and is a unique event well worth attending.

At BRISTOL you will be practically on the Tennessee line, and there is only one important sight to take you farther west in Virginia. Just after you have passed GATE CITY on U. S. 58 you will follow the CLINCH RIVER along a 2-mile gorge, and about 15 miles from Gate City you will

have an uninterrupted view of the western end of the NATURAL TUNNEL. This is a colossal hole through the mountains about 100 feet in diameter and nearly 900 feet long, used by the water of Stock Creek and also by railway tracks.

Virginia— 8

THE PIEDMONT REGION

South of Middleburg and Warrenton in the center of the state is another district affording remarkable beauty for the traveler and sightseer. If you will leave Warrenton by U. S. 29, it will bring you in short order to Culpeper. You will see some markers on the way; 17 miles south of Warrenton is one commemorating the battle of Brandy Station. This is said to have been the first real cavalry battle in the War Between the States. CULPEPER itself is largely a trading center, with very little to call to your attention. In 1775 it was the gathering place of many of the Minute Men who joined the Revolutionary forces, first making the long march to Williamsburg to do so.

Near BRIGHTWOOD you can visit HEBRON CHURCH, of which the main section was built in 1740 by a congregation of Lutherans. The transept was added in 1802. The communion service dates from 1727 or 1729, and the pipe organ is about 140 years old. This community was settled in about 1724. MADISON has very little to show except the COURTHOUSE, built in 1829, the old MASONIC HALL erected in 1834, the HARRISON HOME (1823), and the PIEDMONT EPISCOPAL CHURCH (1824).

From Madison you can go direct to Charlottesville by U. S. 29, or you can turn over Virginia 16 to ORANGE, famous chiefly for MONTPELIER, the home of James Madison before his presidency of the United States. The house, privately owned, is not open to the public except perhaps during Garden Week. From Orange, U. S. 15 and Virginia 22 will take you to Charlottesville.

Charlottesville

Charlottesville is one place in Virginia that definitely should not be missed. In the town itself is the ALBEMARLE COUNTY COURTHOUSE, partly built in 1803, where some of Thomas Jefferson's correspondence is still preserved in the archives. On the northeast corner of Jefferson

and Park Streets, almost opposite the Courthouse, is the old SWAN TAVERN, built in 1773 and now privately owned. The MONUMENT TO STONEWALL JACKSON at the corner of Jefferson and Fourth Streets behind the courthouse, the work of Charles Keck, is modern and was not unveiled until 1921, but is to be admired as a work of art. So is the LEE MONUMENT on Jefferson Street between First and Second, which is one of the finest equestrian statues in America. It was begun by H. M. Shrady and finished after his death by Leo Lentelli. The LEWIS AND CLARK MEMORIAL at Ridge and Main Streets is another group by Charles Keck. These men were sent in 1803 by Jefferson to explore the northwest during negotiations of the Louisiana Purchase. At Main Street and Frye Spring Road is another bronze group and a fine one, the GEORGE ROGERS CLARK MEMORIAL by Robert Aiken.

But the great sight in the town itself is the UNIVERSITY OF VIRGINIA, founded by Thomas Jefferson in 1819, and at that time one of the most advanced colleges in the world. It was one of the first places, if not the first place, where the honor system was introduced, and this system has been in force since 1842. Some three thousand students are enrolled there. The CAMPUS is one of the loveliest in America, and the buildings are remarkable for their beauty.

Certainly you should see the ROTUNDA, which is an adaptation of the Pantheon in Rome, although only half as large. It was completed in 1826, and in 1895 it was damaged by fire. Many people claim that the fire was not an unmixed misfortune, as it obliterated a huge annex erected in the horrible fifties and which happily has not been replaced since. The rotunda was restored in 1898 under the direction of Stanford White.

I suggest that from the entrance gate, at the end of Main Street, you go first to the rotunda. You will pass on your left the buildings of the MEDICAL SCHOOL and UNIVERSITY HOSPITAL, which are modern, good, and destined to be entirely overshadowed in your mind by the far more beautiful older buildings which grace the LAWN on either side. This is really the center of University life, and of the visual beauty of the whole display. On either side, stretching away from the rotunda, are a series of pavilions designed by Jefferson and now mostly occupied by students.

When you leave the rotunda to walk to the other end of the lawn, you should by all means see the SERPENTINE BRICK WALLS that surround

the gardens behind the RANGES, as these rows of students' homes are called, but before starting you might care to see those things which are around the rotunda itself.

First of all, let us admit frankly that even a group of buildings as generally beautiful as those of the University of Virginia did not escape a couple of architectural misfits. On your way to the rotunda from the entrance gate you will pass the BROOKS MUSEUM, which is certainly one of them. The collections of zoological and geological items are interesting, but the building, of undistinguished brick rendered hideous with "trimmings," should be removed from its classical surroundings.

It is all the more unfortunate, as behind the rotunda is a group of modern buildings which prove that a modern building, well suited to whatever purpose it may have, can be erected to harmonize with the others around it which were built years before. Immediately behind the rotunda is MADISON HALL, housing the Student Union, and near it are FAYERWEATHER HALL, with the FINE ARTS LIBRARY and the School of Art and Architecture, and the building of the BAYLY ART MUSEUM, with its portraits of Jefferson by Sully and of Washington by Peale; near by are many fraternity houses, mostly good architecturally; and lastly the PRESIDENT'S HOUSE which, so far as is known, was the last work to be designed by Stanford White.

Somewhat off to one side, at this same end of the campus, are the small UNIVERSITY CHAPEL, another of the University's misfortunes, and the ALDERMAN MEMORIAL LIBRARY, housing a collection of incalculable value. Near the Library is Gutzon Borglum's M'CONNELL STATUE, erected in memory of a member of the Lafayette Escadrille who was the first student of the University to be killed in the First World War.

At the south end of the Lawn are other things of interest and beauty. At the ends of the ranges are a STATUE OF JEFFERSON by Karl Bitter, on the west, and a bronze replica of Houdon's STATUE OF WASHINGTON, on the east, the original of which, in marble, is in the rotunda of the state capitol at Richmond (see page 22).

It would be possible to go on for pages just cataloguing the things to be seen at the University. But, if you have seen even a part of the things I have already listed, you are a far more enthusiastic sightseer than most. I shall only mention the group of three buildings designed by Stanford White which make a fitting end to the Lawn at the south,

as the rotunda does at the north. The center building is CABELL HALL, with the University Auditorium, and the flanking buildings are the MECHANICAL LABORATORY on your right and the ROUSS PHYSICAL LABORATORY on your left as you face Cabell Hall. The bronze STATUE OF HOMER which stands in the center of the group is by Sir Moses Ezekiel.

Charlottesville is decidedly a place where you should not hurry, for, in addition to the attractions of the city and the University (when a Virginian speaks of the University of Virginia he just calls it "the University" and you can almost hear the capital U when he does so), there are many more things near by which literally demand your attention. There are old houses and historical markers galore, but of the houses I shall mention only three of the most outstanding.

First of all is MONTICELLO, the home of Thomas Jefferson. It is only 2½ miles from Charlottesville, and ranks second only to Mount Vernon as one of those national shrines which must be seen. The house is now lovingly preserved by the Thomas Jefferson Memorial Association, which acquired it and 650 acres of land around it in 1923. The admission is 50 cents; the house is open daily from 8 to 5.

A description of Monticello is almost unnecessary, as pictures of the structure have made it familiar to every American. Built from Jefferson's own designs, and with his own slave labor, it makes a picture of beauty which is today so perfect that it is a little startling to learn that architects consider it not really the finest building planned by the author of the Declaration of Independence. Maybe it isn't, but once you have seen it you will never forget it.

Only about a mile away is ASH LAWN, the home of James Monroe until he moved to OAK HILL in 1820. Simpler than Monticello, it is still a great sight, particularly on account of the beauty of the surrounding grounds. On the lawn is a magnificent marble STATUE OF MONROE by Attilio Piccirilli. Ash Lawn is open daily from 9 to 5. Admission is 50 cents.

About 2 miles from Charlottesville on the road to Monticello is the MICHIE TAVERN. It does not stand where it was first erected in 1740; it was moved to its present site in 1927. There is a 50-cent admission charge if you only wish to see the building and the old colonial furnishings, but if you wish to satisfy your appetite for less solid things as well the food is excellent. Also well recommended, particularly for its cornbread, is the Evergreen Tea Room in Charlottesville.

From Charlottesville to Lynchburg

To get to Lynchburg, you naturally follow U. S. 29. South of Charlottesville the country is beautiful, as is all the Piedmont country, and apparently highly prosperous. Your drive takes you through small towns where with few exceptions there is little to slow you down, let alone encourage you to stop.

At SHADY LANE a detour to the right will take you first to Claypool, and just after Claypool a road to the left will take you to Massie's Mill and on to CRABTREE FALLS. The drive is some 12 miles in each direction, but any lover of natural scenery will find it worth while, for here the south fork of the Tye River comes down the mountainside in a series of cascades with a drop of about 2,000 feet. It's really a grand thing to see.

AMHERST is the seat of SWEET BRIAR COLLEGE, with an enrollment of some 500 young women, among whom are said to be some of the best-looking in Virginia. That, I should say, would largely be a matter of personal opinion, but they do add charming young life to the town. SWEET BRIAR HOUSE, which is the residence of the president, is the only thing around the college that could definitely be called a sight, and that chiefly on account of the 400 huge boxwood trees grouped around it.

At Amherst I have heard the Jacquelin Lodge well recommended, and right at the campus of Sweet Briar College itself is the Boxwood Inn, where people become lyrical about the fried chicken.

Lynchburg

Lynchburg, decidedly a busy town, is one of the centers of the tobacco district; it is in fact the largest market for dark tobacco in the South. One of the great sights in town is the TOBACCO WAREHOUSES on Commerce Street between 10th and 13th Streets, each warehouse being said to handle about 2,500,000 pounds of tobacco a year. Naturally, this is one of the places where you hear the chant of the tobacco auctioneers during the marketing season, if you are let into the auctions; if not, you can see tobacco auctions in Danville or in South Hill. The CITY COURTHOUSE is not particularly old, having been completed in 1855, and to me is not so interesting as MONUMENT TERRACE, where

a granite and limestone stairway ascends the hill which is the continuation of 9th Street. There is a bronze monument of a Confederate infantryman at the top and of a soldier of the First World War at the bottom; both, of course, are memorials.

The OLDEST HOUSE in Lynchburg is now private. It is just a little red brick cottage at the corner of Madison and 10th Streets that seems to have been built about 1760. If you wish to see an old fortification, you can visit FORT EARLY, which is a restored square earthwork built during the campaigns around Lynchburg. A further memorial of War days is in Riverside Park—the hull of the canal boat which took the body of Stonewall Jackson to his final resting place in Lexington. Among old houses, POINT OF HONOR was built about 1806. It is open 9 to 4 daily, and the grounds of the mansion are a playground and recreational center for children. It is well worth entering, if only to see the chandelier.

RANDOLPH-MACON WOMEN'S COLLEGE stands in nearly 8 acres of lawns and groves, beautifully located. The grounds overlook the James River, with a distant VIEW of the Blue Ridge Mountains. A visit to the college will interest anyone who likes modern art, as many pictures by our best American artists are scattered through the buildings. Of the 16 buildings, I think the library is the most interesting.

From Lynchburg it is only 23 miles to APPOMATTOX COURTHOUSE, the road to follow being U. S. 460. Appomattox Courthouse is the scene of Lee's surrender to General Grant at the end of the War Between the States. The house where the surrender took place no longer stands, but the site is marked, and is near the old courthouse, which is about 2½ miles from Appomattox itself.

The shopper in Lynchburg will find again the chief local product to be the pickle. Famous Virginia Foods, Inc., which makes Cousin Helen's Cucumber Pickle and Miss Jane's Green Tomato Pickle, varies the menu with Miss Lucy's Mustard Sauce.

South of Lynchburg

DANVILLE, on U. S. 29, is a great place for tobacco auctions. There is floor space enough in the warehouses for the sale of 2,250,000 pounds of the light tobacco which is the foundation of the American cigarette industry. The auctions here are held in the late summer and in the

early fall. If you are within 100 miles of Danville at that time, I honestly think it will be worth your while to go over to hear the peculiar chant of the auctioneers and see the equally peculiar sign language in which the sale is carried on.

Otherwise, Danville has not so very much to see. There are three good schools—Averett College and Stratford College, both for young ladies, and the Danville Military Institute, a preparatory school for young men. Locally famous is the CONFEDERATE MEMORIAL MANSION, now occupied by the Danville Public Library, because it is the house in which Jefferson Davis and his cabinet met for the last time before their newly formed country went down in defeat.

At Danville you are practically on the North Carolina line, and U. S. 29 will take you down into the heart of that state. If you wish to continue in Virginia, you can turn right at Danville over U. S. 58, and at MARTINSVILLE you will be within easy reach of FAIRYSTONE STATE PARK, another 5,000-acre recreation place maintained by the Commonwealth of Virginia. It gets its name from some small crystals which are common to the region and are locally known as fairy stones. Then, from Martinsville U. S. 58 will take you over to the Meadows of Dan (see page 61) and the country described in Chapter 7.

To the east between Danville and South Hill there is very little until you get to SOUTH BOSTON (and, frankly, not much there). Near by is BERRY HILL, one of the great mansions of the South. According to late reports, this magnificent old home is not open to the public, unless it should be so during Garden Week. The mansion was modeled after the Parthenon.

After a drive through BUFFALO SPRINGS, which has been a small resort for years, you come to the STAUNTON RIVER STATE PARK, again a great recreation place and a beautiful one. There is very little more to say about it. In the vicinity are two great houses, POPLAR FOREST and PRESTWOOD, again not generally open to the public.

SOUTH HILL has the third-largest bright-leaf tobacco market in Virginia. Auctions are held here almost daily from October 1 to March 1. It is said that the auctioneers' chant is understood only by the buyers who represent the big tobacco companies. This would seem a little bit unfair to the seller who is trusting the auctioneer with his crop. However, the system has gone on for years; apparently the people are satisfied with it.

At South Hill you are at the junction of U. S. 1 and, unless you wish to go a little farther for the sake of tasting a local dish at its best, you can turn either right or left on this road. If you turn right, it will take you down into North Carolina; if you turn left, it will take you into Richmond through Petersburg.

LAWRENCEVILLE, still farther east, is the chief point of Brunswick County, which is famous in its turn for Brunswick stew. Brunswick stew, properly made, is one of the grandest concoctions known to man, and Lawrenceville is said to be one of the places where it is most perfect.

Virginia— 9

SOUTH OF RICHMOND

From Richmond there are two fascinating routes to the south: one via U. S. 1, and the other along the south bank of the James River connecting with U. S. 17 near Portsmouth. U. S. 1 will take you direct from Richmond to Petersburg. While Virginia 10, which is the direct road to connect with U. S. 17, branches off from U. S. 1 north of Petersburg, it would be such a pity to miss that town that I urgently advise you to lengthen your drive by 10 miles or so, if you are going by way of Portsmouth, and thus get the best of both.

Which route south you eventually take will of course be determined by your final objective, but if it is a point in Florida, or along the coast of the Carolinas or Georgia, I think you will find the most pleasant traveling if you follow U. S. 1 to Petersburg, Virginia 10 to the junction with U. S. 17, and this last route south along the coast.

Petersburg

There is little to detain you for the 23 miles of U. S. 1 connecting Richmond and Petersburg, but there is much to see in this historic community after you get there. Look sharp after crossing the bridge over the Appomattox River, for just after passing the railway station on your left you will want to turn right on River Street and then left on Rock Street, to see the Old Market Place. A little further along Grove Avenue (next right) is the Golden Ball Tavern. It was built about 1750, was one of Washington's numerous stopping-places, harbored the British officers when Petersburg was occupied in Revolutionary days, and is now a lunch room—the tradition of hospitality thus being carried on.

There are many old houses in Petersburg, but most of them, like Battersea, are in private hands. Lovers of old things will probably get more enjoyment from a visit to Blandford Church and Cemetery.

THE ROTUNDA AT THE UNIVERSITY OF VIRGINIA

THE SERPENTINE WALL

MONTICELLO, THE HOME OF THOMAS JEFFERSON

CONFEDERATE TUNNELS NEAR PETERSBURG

The church was erected originally in 1735, but the various additions were not completed until 1764. The memorial windows are the gifts of the various Southern states, and the church is now used as a Confederate Memorial Chapel. It is said that the surrounding cemetery contains the graves of veterans of 6 wars.

PRIDE'S TAVERN is another important sightseeing point. This old inn, dating from the Revolution, is now near the railroad tracks, which cut it off from the river; but it has been lovingly restored to a picture of old days.

In the immediate vicinity are other important sights. Across the river is the VIRGINIA STATE COLLEGE FOR NEGROES. The enrollment is now about 1,000. But, while this is interesting, most people hasten to the battlefields of the neighborhood.

Three miles from town, on U. S. 460, is the entrance to the PETERSBURG NATIONAL MILITARY PARK. Here you should go at once to the CONTACT STATION AND MUSEUM, where you can secure free guide service for your visit to the various monuments, battlegrounds, forts, and other relics of the War Between the States.

Probably the greatest sight is the CRATER near the museum, a pit where 8,000 pounds of gunpowder were exploded by the Federals after they had mined the Confederate lines. After the explosion the Federals rushed bravely forward into the pit, but resistance had not been disorganized, and the attackers were butchered with a loss of over 4,000 men.

There are remains and sites of many forts in the park, but I believe that the most interesting to the tourist will be the FEDERAL TUNNELS. These tunnels, or trenches, are a reconstruction of Fort Sedgwick, descriptively called "Fort Hell" from the fierceness of the fighting there.

South via U. S. 1

From Petersburg, U. S. 1 leads generally southwest across the tobacco country to the North Carolina line. The 56-mile section between Petersburg and South Hill (see page 70) is called the Jefferson Davis Memorial Highway. It offers a nice route through pleasantly rolling country, and there is nothing for you to do but enjoy a carefree drive (trucks permitting), for unless you stop at South Hill your sightseeing is over for a while.

To Portsmouth and U. S. 17 via Virginia 10

It is only 8 miles from Petersburg to Hopewell by Virginia 36, and it is at Hopewell that you turn right onto Virginia 10 for the drive to Portsmouth.

HOPEWELL is a manufacturing town, bustling and prosperous but with only one great sight for the tourist. APPOMATTOX MANOR, on the banks of the River of the same name, is one of the most fascinating of the great old houses of Virginia, largely because it incorporates several different styles of architecture. The present structure was mostly built about 1750, but it is said that many of the timbers of the older house, built in 1635 or thereabouts, were incorporated in the new one. The gardens are an interesting feature, as a Confederate redoubt has been worked in to enclose one side. The position of the house made it of military importance, and shell holes can still be seen in the chimneys. During the siege of Petersburg the house served as the headquarters of General Grant.

Seven miles down the road a right turn onto County 641 will bring you in half a mile to MERCHANT'S HOPE CHURCH. It is believed that the church was constructed about 1657, although some dispute this on account of the design. However, it is very old, and the date of building, after so many years have passed, is not of great importance. The interior is believed to have been greatly altered since the church was built.

At SURREY you are within easy reach of the THOMAS ROLFE HOUSE. This was built about 1651 by the son of John Rolfe and Pocahontas. Interesting architecturally as well as sentimentally, the house was so perfectly preserved that little restoration was necessary. It is open daily from 9 to 5; the admission is 25 cents.

After passing the ruins of LAWNE'S CREEK CHURCH, about 9 miles further down the road, keep watch for the left turn to BACON'S CASTLE. Built in 1655, the house is now open to the public daily between 9 and 5. The admission fee is 25 cents.

Then there is nothing of importance for 17 miles until you reach the junction of County 677, where a right turn and a drive of a mile will bring you to WRENN'S MILL, still busy supplying, after 300 years of honest service, the ground meal from which the local cornbread and the justly famous local spoonbread are made.

This whole neighborhood is famous for good food, SMITHFIELD being known all over America as the home of the SMITHFIELD HAM. If you want a grand souvenir of your trip through Virginia you couldn't do better than buy one.

Only about 5 miles from Smithfield is one of Virginia's most noted religious edifices, ST. LUKE'S CHURCH. Notable for its Norman tower and the beauty of its architecture and setting, this church is more than worth any time you may spend visiting it. The date of construction is obscure; locally it is believed to have been 1632. Certainly it was not long after that, and it is quite possible that the local idea is the right one. The building has been restored, but much of the original remains.

And then, unless you wish to continue south on Virginia 10 to SUFFOLK, the "peanut capital of the world," turn left at BENN'S CHURCH for U. S. 17 and the coastal cities of Hampton Roads Port.

A Few Statistics of Virginia

Area: 42,627 square miles. *Population (1940):* 2,664,847. *Capital:* Richmond, population 190,341. *Boundaries:* Kentucky and West Virginia on the west and north, Maryland (Potomac River) on the north, the Atlantic Ocean on the east, North Carolina on the south, Tennessee on the west. *Government:* General Assembly, consisting of a Senate of 40 members and a House of Delegates of 100 members, meeting biennially in odd years. *Climate:* Varies with the character of the country; in the mountains is cool with considerable snow, whereas in eastern Virginia snow is rarely seen; at Norfolk the mean temperature is 41° F. in January and 79° in July. *Nickname:* Old Dominion, or Mother of Presidents. *Rainfall:* About 44 inches annually. *Largest city:* Richmond. *Rank among the states in area:* 33rd. *Rank among the states in population:* 19th. *Density of population per square mile:* 62.5. *Cities over 10,000 in population:* 15.

A Little History

1585 All the territory in America not claimed by France or Spain is known as Virginia. In this year Sir Walter Raleigh establishes the first English colony in America or Roanoke Island, now part of North Carolina. The attempt is abortive.

1607 On April 26 a group of Colonists sent over by the "London Company" land on Cape Henry, and on May 14 establish the first enduring English Colony at Jamestown. Three months later a group of colonists from the "Plymouth Company" land in Maine, but do not succeed in establishing a permanent foothold there.

1610 The terrible winter of 1609-10 is still called the "Starving Time." The colony shrank from about 500 to about 60. Jamestown is actually abandoned for a few days, but, before the colonists leave Virginia, relief arrives. The first English governor of the colony is appointed.

1612 John Rolfe establishes the cultivation of tobacco, and Virginia, with a few lapses caused by war or other outside events, has been getting richer ever since.

1614 John Rolfe marries Pocahontas, daughter of the Indian chief Powhatan, for reasons of state only, a declaration left by him being most unflattering to her general charms. However, as she seems to have fallen hard for the even more unsentimental Captain John Smith, and to have married Rolfe as a very second best, the pair seem to have been even.

1619 A momentous year in Virginia History. The "House of Burgesses" meets in Jamestown, thus becoming the first representative legislative body in America. The first Negroes land at Jamestown.

1624 Virginia becomes a Royal Colony, and declares the principle of no taxation without representation, thus starting a dispute that comes to a head in the Revolution 150 years later.

1629 A royal grant separates Carolina from Virginia.

1632 Another royal grant establishes the colony of Maryland.

1650 The population of the colony is about 20,000.

1670 In the intervening twenty years the population doubles, and is now about 40,000.

1693 The College of William and Mary is founded at Williamsburg, then called Middle Plantation.

1699 Williamsburg becomes the capital of the colony.

1754 The French and Indian wars start. George Washington becomes famous for military ability.

1763 The French and Indian wars end, having resulted in the capture of the Ohio valley from the French.

1775 Patrick Henry, who has been delivering speeches against the British for 12 years, delivers his famous "liberty or death" oration at Richmond.

1776 Virginia declares her independence in May. Phi Beta Kappa is founded at Williamsburg and becomes the first intercollegiate fraternity in the United States. Patrick Henry becomes first governor of the Commonwealth of Virginia.

1780 The capital moves to Richmond.

1781 Cornwallis surrenders at Yorktown.

1788 By the narrow margin of 89 to 79 votes, Virginia ratifies the Federal Constitution.

1813 The Virginia coasts suffer during the War of 1812.

1850 The population is now 1,421,661.

1861 A "peace conference" called at the behest of the Virginia General Assembly meets, 21 states being represented. Not until it fails does Virginia reluctantly vote for secession. Virginia joins the Confederate States, and Richmond becomes the Confederate Capital. The state becomes the great battleground of the War Between the States.

1865 Richmond and Petersburg fall, Lee surrenders, and the Confederate President, Jefferson Davis, is confined at Fortress Monroe.

1870 Virginia is readmitted to the Union.

1902 The new state constitution virtually eliminates the Negro vote through the establishment of the poll tax, and the "understanding clause." As a by-product it knocks holes in the "poor white" vote at the same time.

1907 The Jamestown Exposition celebrates the three hundredth anniversary of the first landing of English colonists.

1940 The population has become 2,664,847.

North Carolina— 10

ALONG THE COAST

North Carolina, like Gaul, is divided into three parts, at least for sightseeing purposes. Each of those sections fits neatly into the territory covered by main north and south routes. There is the section along the coast, traversed by U. S. 17; the Piedmont section in the center of the state, of which the backbone might be considered U. S. 1; and the mountain section of the west with the Blue Ridge Parkway and U. S. 19 as main arteries of travel.

While these three roads won't begin to show you all the beauties of the state, it is rather astonishing how many points of interest are grouped along them, or can be reached easily by detours from them. As these are the roads that are most traveled by tourists, it is with them that I shall begin. For the benefit of the tourist who is not traveling in his own car, may I note that each one parallels a main-line railroad, and that each is served by long-distance and local busses.

I think it can be safely generalized that most of the tourists are through travelers, and are going through North Carolina on their way somewhere else. This is quite unfair to North Carolina and is foolish on the part of the tourist, unless he is of the type interested only in stepping on the gas. If he will stop once in a while he will be amazed by the number of fascinating things there are to visit. More and more tourists are using the route along the coast, and it is by a description of that route that I shall begin my endeavor to slow them down along the way.

U. S. 17 brings the tourist into the state from Norfolk (see page 32) along the reaches of the Dismal Swamp (see page 35). This enormous swamp, partly in Virginia, also covers an immense territory in North Carolina, although by drainage its total area has been reduced from its original 2,200 to a mere 750 square miles.

The halfway house once stood exactly on the state line. It was a

haunt of people who were dodging from one state to the other, so that it did not have a good reputation, even though it was a stagecoach stop.

SOUTH MILLS seems to live by marrying people who are in a hurry. I say "seems," for it is undoubtedly an entirely false impression forced upon me by the advertising of the local authorities who run the marriage mills. A few miles away at SAWYER'S LANE BATTLEFIELD are the remains of trenches and breastworks; but, since you can see more interesting ones elsewhere, notably at Petersburg (see page 72), you will have to be a true battlefield enthusiast to make it worth your while to go there. Here at South Mills you will cross the DISMAL SWAMP CANAL, and here, too, a drive of 7 miles or so to the right on North Carolina 30 will give you a most spectacular VIEW of the general desolation of the Dismal Swamp.

Your road will follow the Dismal Swamp for 14 miles from South Mills to Elizabeth City. Three miles before you reach the latter town a road to the left leads to the OLD BRICK HOUSE, of which only the ends are of brick, the sides being of wood. Built on the bank of the PASQUOTANK RIVER, it is supposed to have harbored the pirate John Teach, better known as Blackbeard. He seems to have been a most unpleasant person, and the tales of his villanies are many (see page 225). As far as is known, the house dates from about 1700.

ELIZABETH CITY has a few sights. Among the best is the PUBLIC SQUARE, reached by turning left on Colonial Avenue. At one end of the square is the COURTHOUSE, built in 1882 and looking it, and at the other end the new POST OFFICE, a fine building of its kind. Then on the north side of the square are two splendid residences, both private. One is the JUDGE SMALL HOUSE built in 1800 with hand-hewn timbers and hand-wrought nails. It was moved to its present site opposite the center of the square to make room for the new post office. The NASH HOUSE, erected in the early nineteenth century, is also on the north side of the square at the corner of Colonial Avenue and Martin Street. Even without the buildings the splendid trees which shade the square would make it a sight in itself.

The ELIZABETH CITY SHIPYARDS are quite a little drive from the center of town, and before going you should telephone to make sure you can get in. They are of interest if, and only if, you have not seen shipyards elsewhere. Then there is another splendid house to be men-

tioned, this one reached by turning right on Colonial Avenue instead of left to reach the square. But, like the others, the JUDGE CHARLES HOUSE is private, so you will be rewarded only by a look at the exterior. I should save my energy for the FEARING HOUSE, right on U. S. 17 at the corner of Fearing Street. The original structure was erected in 1740 and was added to for over 100 years. It, too, is private.

Eighteen miles south of Elizabeth City, still on U. S. 17, lies the little town of HERTFORD. Just beyond the drawbridge that takes you over the PERQUIMANS RIVER into town is a monument with an inscription stating that it marks the site of the first religious service in Carolina—a claim that has been strongly, and seemingly rightly, disputed.

The PERQUIMANS COUNTY COURTHOUSE is far more interesting. The building was originally constructed during the early eighteenth century, and about a century later, in 1818, the second story was added. There were unfortunate alterations in the late nineteenth century, but in 1932 the generosity of Clinton W. Toms restored the building to its old charm and beauty.

An Interesting Detour

Now, although the direct route from Elizabeth City through Hertford to Edenton is only 31 miles, I would detour at Elizabeth City and drive about 125 miles to get there, and I would do this in order not to miss one of the most fascinating sections, both scenically and historically, in the entire United States. This route will take you down the dunes of the Carolina coast to the site of the first English settlement in North America, and past the scene of the first successful airplane flights.

The FLOATING ROAD begins just on the other side of the bridge over the Pasquotank River and continues for a mile and a half. It is so-called on account of the difficulty of building a road across FERRY SWAMP, an almost bottomless morass. The difficulty was solved, after an attempt to build a road that literally did float, by the construction of the present semi-suspended highway. Here you will find exquisite wildflowers, particularly in the spring; and will probably continue to see them as long as the swampy land continues to protect them from the more predacious motorists.

In this section of the country, as is fitting in a part settled so early, many of the old English words and phrases have survived to develop

into gorgeous Americanisms. In this part of the United States a brook or creek is a "run" and a headwater is a "gut," so don't be surprised to find that a deep gully you will cross is named STINKING GUT. Evidently our ancestors preferred the descriptive to the delicate.

There is little to detain you and consequently little to say about the villages of CAMDEN, SHAWBORO, and SLIGO, except that at this last town you turn right onto North Carolina 34. At CURRITUCK you will be in the heart of one of the greatest hunting sections in America and in sight of the beautiful CURRITUCK SOUND, as the waters between the outer dune islands and the mainland are here called. The sound is part of the INTRA-COASTAL WATERWAY from the north to Florida.

At POINT HARBOR you cross the 3-mile-long WRIGHT MEMORIAL BRIDGE and enter Dare County and the dune country through an iron commemorative arch. The county has 1,200 square miles of water within its boundaries and only one quarter that much dry land.

About a mile beyond the archway the road reaches the dunes along the ocean. The beach is a thing of perfect beauty to the vacationer, but was a thing of dread to the mariners of olden days, for it was a graveyard of ships. The DUNES have now been more or less anchored down with sand fences and grasses, and their steady march westward has been checked, if not stopped altogether. The people who lived along the dunes, and who in the old days were under well-founded suspicion of supporting themselves largely by looting wrecks, were known as "bankers," which meant not plutocrats but, quite literally, people who lived on the banks—in this case of the ocean or the sounds.

KITTY HAWK is the scene of one of the outstanding events in the history of the world. Here in 1900 came two young men from Dayton, Ohio, to begin 3 years of patient experimenting with kites. A marker of marble commemorates the achievement of these young men with these words: "On this spot, Sept. 17, 1900, Wilbur Wright began the assembly of the Wright brothers' first experimental glider which led to man's conquest of the air."

Some 5 miles away on KILL DEVIL HILL the Federal government has erected a larger monument to commemorate the first flight itself. Standing at the top of a 90-foot dune, the structure rears 60 feet higher into the air. It is floodlighted at night and bears a beacon visible 35 miles in clear weather.

THE DRAMA OF THE LOST COLONY IS RE-ENACTED ON ROANOKE ISLAND

THE STATE CAPITOL AT RALEIGH

CONNESSTEE FALLS, NEAR HENDERSONVILLE

Six hundred feet to the north of the Federal monument is a granite boulder showing the exact spot where, on December 17, 1903, an airplane left the ground for the first time under its own power. There is a 350-acre park around the monument, and a fine VIEW from the summit.

The dunes are huge at NAG'S HEAD, where many of them are veritable hills over 100 feet high. The town has been a seaside resort for over 100 years, a remarkable record when one considers that the beach is steadily growing narrower on the ocean side and wider on the sound side of the dunes.

In true American style, a filling station marks the spot where you can see the skeleton of a whale which was washed up on the beach in 1927, and here North Carolina 34, which you have followed from Sligo, turns right across the 2½ miles of causeway and bridges which lead to Roanoke Island.

A Detour from a Detour

A road leads south for 55 miles to Hatteras Inlet, but before trying it make sure of its condition, which at times is far from good. It leads into a paradise for the hunter and the fisherman, for wild life of both land and sea abounds here.

At CAPE HATTERAS itself is the CAPE HATTERAS NATIONAL SEASHORE, beginning with a tract of 1,200 acres on the tip of the cape, to be eventually made into a great recreation area some 50 miles long. The old CAPE HATTERAS LIGHTHOUSE was 2 miles inland when it was built in 1870, but is now so threatened by the ocean that in 1936 it was abandoned and a new skeleton tower has replaced it. DIAMOND SHOALS, dreaded by mariners, stretch from the cape 25 miles out to sea. They are guarded by the DIAMOND SHOALS LIGHTSHIP moored 13 miles offshore. Service was interrupted in 1918 when a German submarine sank the lightship on duty at that time. The crew escaped in small boats.

At HATTERAS, the largest village along the beach, old Devonshire English has curiously survived the centuries. So has a custom of painting houses in violent colors—if at all. Hatteras and HATTERAS INLET are paradises for fishermen. Here still can be seen fragments of FORT HATTERAS, relic of the War Between the States.

Back to Our Original Route

MANTEO, on Roanoke Island, is charming to the visitor. The old docks along the waterfront offer an irresistible allure to the camera lover, and quaint scenes reward the close observer. The real trading point of the island is WANCHESE, which is also a center for the shad-fishing industry. Both are centers for sport fishing as well, for according to the U. S. Government statistics there is a greater variety of fish in the waters of Dare County than in any other county in the United States. These waters are also a great haunt of migratory waterfowl, a refuge having been established on PEA ISLAND for them.

But the great sight of Roanoke Island is FORT RALEIGH, a reconstruction of the first attempted English settlement in America. Here, on July 4, 1584, arrived two henchmen of Sir Walter Raleigh named Amadas and Barlow. They took possession in Raleigh's name for England, spent two months exploring, and returned to England, taking with them two Indians (Manteo and Wanchese) and samples of potatoes and tobacco. Although Columbus had long since discovered tobacco in Cuba, potatoes seem to have been new to Europe.

Just where Amadas and Barlow landed seems to be obscure (at least to me) but it is fair to presume that Roanoke Island must have been visited by them, for when the first colonists arrived on August 17, 1585, they seem to have known exactly where to go. The expedition of 108 people built a fort on Roanoke Island and stuck it out for a year, but when the fleet of Sir Francis Drake dropped by in 1586 they all left with him. In the meantime the founder of the original colony had returned to England for further supplies. When he got back, only two weeks after the colonists' departure, he left a party of 15 men to hold the claim for England and then was forced to sail away again.

The next party arrived in 1587 under the leadership of John White. They found a ruined fort, burned dwellings, a skeleton, and no other trace of the party. However, through the aid of Manteo, who was rewarded by being baptized and named Lord of Roanoke, they re-established sufficiently friendly relations with the Indians so that the colonists could remain.

One of the band was Ananias Dare, who had married Governor White's daughter, Eleanor, and to them was born a daughter on August 18, 1587, who was promptly christened Virginia. She was

the first white child of English parentage to be born in the Americas.

The Governor seems to have waited for the birth of his grandchild, for on August 27 he sailed away to England, meaning to return with supplies as quickly as might be. But the wars with Spain and the threat of the Armada detained him, and he did not get back to Roanoke Island until August 15, 1591, almost exactly 4 years after his departure.

His return was a sad one. Where the colony had stood was a fort-like enclosure in the form of a palisade, but the houses were gone, and of the colonists—and, what must have been most bitter to him, of his daughter and grand-daughter—there was no trace. On one of the entrances to the palisade had been carved the cryptic word "Croatan," but he was as much at a loss to explain its meaning as we are today, and there is still no knowledge of the fate of the colonists of Roanoke.

There are legends, of course. One charming one, which has survived, relates that the colonists were taken into an Indian tribe and that, when Virginia had grown to woman's estate, she was much beloved by a young warrior named Okisco. But he had a rival, and a powerful one. Chico, the medicine man of the tribe, also loved the fair maiden, and turned her into a white doe to baffle Okisco in his suit for Virginia's hand.

But Okisco was not to be so easily thwarted. Logically enough he decided to fight magic with magic, and bribed the medicine man of another tribe to sell him a silver arrow, on the assurance that if he shot the doe through the heart with it, the magic would be dissolved and the maiden would return to human form. Such a shot was easy for a mighty hunter. The arrow flew straight to the heart, and, as Okisco leaped forward, he again grasped in his arms through a mist that rose at the shot the human form of Virginia Dare. But he had been cheated. She was once more in human form, but she was dead. And they say that, on stormy nights, among the higher dunes, late wanderers along the coast sometimes see at the exact stroke of midnight a wounded white doe which is the ghost of Virginia Dare.

Fortunately for us, Governor White had a talent for drawing, and pictures of his which are still preserved in the British Museum made possible a really accurate reconstruction of the FORT, the CHAPEL, and various houses. In the MUSEUM at the fort are many Colonial implements.

Back to the Mainland and U. S. 17

Every hour and a half, beginning at 7 a.m., a ferry leaves Roanoke Island for the half-hour sail across Croatan Sound. The fare is 50 cents for the car and driver and 10 cents for each additional passenger. From MANNS HARBOR on the opposite shore of the sound, a connecting road leads to EAST LAKE, where another ferry (ask locally for advice on times. The fare is the same as for the ferry from Roanoke island to Manns Harbor) will take you across the ALLIGATOR RIVER to FORT LANDING, and to U. S. 64.

There is little to say about COLUMBIA on the banks of the SCUPPERNONG RIVER, except that this is supposedly the country where the Scuppernong grape originated, and that in the spring the road is exquisite with wild azalea and jessamine.

From SKINNERSVILLE an interminable bridge will carry you across ALBEMARLE SOUND to Edenton; or, if you decide to go straight on, U. S. 64 will eventually take you to a junction with U. S. 17 at Williamston, further south. I think Edenton is altogether too good to miss, so will consider that you have turned north across the bridge and are then continuing south on U. S. 17 from that point.

South Again on U. S. 17—Edenton

U. S. 17 takes you into Edenton on Broad Street, and on your right, opposite the Post Office, is ST. PAUL'S CHURCH, the great sight of the town. St. Paul's is the second-oldest church building in North Carolina, and with its surrounding churchyard it presents a picture of real Colonial charm. The church was built in an unhurried way reminiscent of the Old World. Although the ground was cleared in 1736 and construction seems to have begun in that year, they didn't get a roof on the building until 1745, and the first service was only held there in 1760. And even then the church was without windows or interior woodwork. The former were glazed in 1771 and the latter finished in 1774. The church boasts of a silver chalice and paten given to the parish in 1725, according to the date on the silver, but in 1727 according to some records. It doesn't matter much after a couple of centuries. There is also a pewter service which dates from about 1700, and which was presented to the parish by Queen Anne.

You should certainly wander a bit in the churchyard, and should also visit the charmingly simple interior.

Although U. S. 17 turns sharp right at Queen Street, I would continue down Broad Street to King Street and turn left there, continuing to EDENTON GREEN. Few towns are built around a prettier commons, or one shaded by finer oaks. Here you will want to take a walk, and see things at your leisure.

The CHOWAN COURTHOUSE, facing the green from its location on King Street, was built in 1767, and it is one of the finest remaining specimens of Georgian Colonial architecture in all America. You should certainly go in to see the assembly room on the second floor, and also should inquire if it is possible to visit the Masonic Lodge Room to see the chair formerly used by George Washington when he was master of the lodge at Alexandria, Va. (see page 14).

There are many historical markers on the green (and elsewhere in town as well), of which the most amusing to me is the bronze teapot on a base made of a Revolutionary cannon, marking the site of the Edenton Tea Party in 1774. This was a feminine affair, when a party of ladies gathered at one of the houses, swore to abstain from drinking tea, and had served to them instead a decoction of dried raspberry leaves—proof conclusive to me that they were willing to suffer in a good cause.

The green stretches to the waters of EDENTON BAY. On the sea wall at the water's edge are mounted three cannon cast in 1748 and brought to Edenton thirty years later. And all along the waterfront the docks and fishing boats that are the basis of Edenton's prosperity make pictures that will drive a camera enthusiast to using up his film and buying more.

King Street is the northern boundary of the green. After a ramble under the trees I would go west on that street and back to Broad Street, park my car in any convenient spot, and proceed to 408 South Broad Street to see the CUPOLA HOUSE. (The admission is 25 cents and well worth it. The house is open daily from 3 to 5 in the afternoon, and on Mondays and Fridays from 7 to 9 in the evening as well.) This is the oldest house in Edenton, having been built in 1758. The interior is almost intact, although the woodwork from one room was sold to the Brooklyn Museum of Art. The EDENTON

MUSEUM upstairs has many interesting relics, including the tea-set used at the Edenton Tea Party.

BEVERLY HALL, another of the old houses, is private, but the owners graciously open the grounds and GARDENS, which offer a real collection of the plants of the neighborhood.

Although fishing is the great industry of Edenton, it is not the most conspicuous. The town is the center of a great peanut-growing district, and before leaving you should visit the plant of the Albemarle Peanut Co. or of the Edenton Peanut Co. to see the intricate process of preparing that little bag of peanuts which you buy so casually at home. The peanut is known locally as a "goober" and is carefully graded and sorted before being shipped to other manufacturers of various peanut products. The processing plants are open from 8 to 5 on weekdays, guides being provided by the management.

If by this time you are tired of conventional sightseeing, the Soundside Road, a continuation of Water Street, will lead you to Drummond's Point 8 miles away, where you can hire fishing boats and tackle and try your own luck. Or, if you prefer to see the beginnings of bass, herring, shad, and so on, a visit to the U. S. FISH HATCHERY half a mile from town on U. S. 17 will prove unexpectedly fascinating.

From Edenton to New Bern on U. S. 17

There are few things to stop you for some 90 miles south of Edenton. Ten miles south of the town, at SALMON CREEK, an old mill built in 1710 was still in use at last accounts. Otherwise you will pass through a varied landscape of woods, swamps, and plantations growing tobacco, peanuts, cotton, and truck and dairy products.

A long viaduct will take you across the CONINE SWAMP to a bridge over the ROANOKE RIVER, and to WILLIAMSTON. They say that the town once had a rather unique courthouse built on piles over the water, and that when court was in session the ladders, which were the only means of entrance or exit, were removed, and all within were thus held prisoner until the session was concluded. But this is gone now; the town is largely modern and is the location of a fertilizer plant, a tobacco market, a peanut factory, and so on.

Twenty-three more miles of driving bring you to WASHINGTON, an old town with very few old things left after two disastrous fires in 1864. The COURTHOUSE, built about 1800, is worth a glance. The WASHINGTON FIELD MUSEUM has a small collection of local insects, fos-

sils, reptiles, and minerals seasoned with a few historical mementoes. The house at the corner of Bridge and 2nd Streets was built by the great-grandfather of Cecil and William De Mille of movie fame. Josephus Daniels was born in a house on Main Street, which has since been moved to 242 East Main Street. And that is about all in the town itself.

But there is more to see in the neighborhood. You will find it infinitely worth while to turn east here on U. S. 264. Eleven miles from Washington begin looking for North Carolina 92, which in another 6 miles will bring you to BATH, the oldest town in North Carolina.

The town was laid out in 1704 and incorporated in 1705. I shall conscientiously list the principal things you should look for, but I believe the really great sight of Bath is the town itself. Change comes slowly here, where along the shores of BATH CREEK are still piles of ballast stone from the ships of early colonists.

Having seen the second-oldest standing church in North Carolina at Edenton (see page 84), you might like to go first to ST. THOMAS CHURCH, which is the oldest. This tiny building, erected in 1734, has an interest all out of proportion to its size. Approached through the old graves of the churchyard, the building is entered through a hand-pegged door of wood, which is the only opening in the front of the church. The interior, with its straight-backed pews from the even older church which was replaced by the present building, with its hanging lamps and silver candlesticks presented by King George II, is a simple picture of quiet charm dull to describe but fascinating to see. So I won't describe but will urge you to go and see for yourself.

There are other things in Bath besides the church. The MARSH HOUSE on Main Street is the oldest in town if it was built in 1730, and the third-oldest if it was built in 1744. There is quite a dispute about the date. The BUZZARD HOTEL, also on Main Street, seems definitely to have been built in 1740, and consequently is or is not the oldest, according to which claim about the Marsh House you elect to believe. Almost equally old is the WILLIAMS HOUSE on the same street, built in 1748. There are many others around town, but it hardly seems necessary to mention any more except the BONNER HOUSE, dating from 1743; most of the others are only 100 to 150 years old or so, which in Bath makes them practically new.

But again let me insist that the real sight of the town is the town.

If you will take time to wander, and look, and photograph, and read the markers, you will find fascinating things all over the place. For instance, the bell at the rear of the public school, which is undoubtedly an old ship's bell, and which is used to call the children to classes, is devoutly believed by the townsfolk to have been taken from one of the pirate Blackbeard's many ships. And quite probably it was.

New Bern

Once back on U. S. 17 you have nothing to do but enjoy your memories of Bath until you get to New Bern, 25 miles south of Washington. If anything can make you forget Bath, New Bern is the place that can do it. As I once stood on the corner there watching the cars of tourists hurrying through on their hasty ways to places probably less interesting, I wanted to pass a law compelling them to stop.

The town, 35 miles back from the ocean, was settled in 1710 by a colonizing party of Swiss.

Once you leave the main line of U. S. 17 you will find beauty and interest everywhere. In fact, you won't even have to leave U. S. 17 to find much of them. As soon as you enter town and turn left down the residential East Front Street, you will be in a perfect nest of the markers which the city has placed before the points of greatest interest. These will be a great help to you, for it is impossible in a book of this size to enter all the fascinating things in town, and it would be unnecessary even if I could. Most of the old houses are privately owned. You will have to content yourself with a look at the exteriors.

The city markers bear numbers, identifying the places to which they refer, and a painted bear, which refers to the bear pit in Berne in Switzerland, after which New Bern was named. (The bears which were the pride and joy of the mother city have recently [1941] been shot because the Swiss could not spare the food needed to keep them going.)

Here on the left-hand corner you have the JARVIS-HAND HOUSE (marker 14) of Georgian architecture with a particularly graceful doorway, and still on the left the SMALLWOOD-WARD HOUSE (13), which is even finer, at least to me. Then on your right are the SLOVER-GUION HOUSE, and the LOUISIANA HOUSE, so called from the style of its architecture.

U. S. 17 turns right onto Broad Street, but I would prefer to con-

tinue on East Front Street, which is a sight in itself, to Union Point, noting carefully the markers on the way. Probably the two things of distinctive interest to the tourist are at the corner of Pollock Street. The HASLEN HOUSE KITCHEN (3) is supposed to be the oldest building in the county, though the actual date of its construction is unknown, and the stone carving of a woman's head over the door of the SIMPSON-DUFFY HOUSE (2) is thought to be a portrait of Queen Anne executed by de Graffenried, who led the first settlers.

UNION POINT (1) is at the confluence of the NEUSE and the TRENT RIVERS and is the site of the Indian village of Chattawka. The spot passed through many hands and served many uses. It was a dumping ground until in 1932 it was converted into the present park. In the park stands the Woman's Clubhouse.

After enjoying the view from Union Point, return via East Front Street to the corner of Pollock Street, and turn left down Pollock Street to the CITY HALL. In this modern building is a banner presented to New Bern by old Berne in Switzerland, and here are preserved the original parchments of the grants to de Graffenried by Queen Anne. There are bears over the door.

You will next be attracted by the CHRIST EPISCOPAL CHURCH (27) on the corner of Middle Street, with the LADY BLESSINGTON CANNON (28) in the churchyard. This old gun was taken from a British ship of that name during the revolution.

A right turn onto Middle Street will bring you to things both old and new grouped at the corner of New Street. Among the new things are the FEDERAL BUILDING (31), erected in 1935, containing a courtroom decorated with splendid MURALS by David Silvette, and the CENTENARY METHODIST CHURCH (32). ST. PAUL'S ROMAN CATHOLIC CHURCH (33) is older, having been built in 1841, and oldest of the group is the JOHN WRIGHT STANLY HOUSE (36) built some time before 1790 and now in use as a public library. It is open free from 10 to 12 and 3 to 8. It was moved to its present site in 1935 to make room for the Federal Building, and at the time was somewhat remodeled—but happily with proper respect for its original architecture. Then, across the street from the John Wright Stanly House is the FIRST PRESBYTERIAN CHURCH, a magnificent specimen of Federal architecture begun in 1819 and finished about 1822. It is open free all day and is one of those things that should not be missed.

If after all this you are still feeling ambitious, you might like to see the NEW BERN ACADEMY (38) on Hancock Street and the MASONIC TEMPLE (39) on Johnson Street. The school was built in 1804 and the temple in 1808, this being one of the oldest in America in continuous use. Only a few blocks away up George Street to the right is the CEDAR GRAVE CEMETERY, with its entrance through the peculiar WEEPING ARCH; KAFER PARK, a city athletic field; and farther out the NATIONAL CEMETERY, last resting place of 3,500 Federal soldiers.

Coming back to town via George Street, turn right at Pollock Street and you are back on U. S. 17 once more, but not through with your sightseeing. I have not taken you to the last remnant of TRYON'S PALACE, once the great house of the neighborhood. It was first the combined Governor's Palace and state house, but in 1798 a fire destroyed the bulk of the house. The one remaining wing, after a somewhat tawdry career in the meantime, was converted into an apartment house in 1931.

Just out of town between U. S. 17 and U. S. 70 are the breastworks and trenches, still in good preservation, which are all that remain of FORT TOTTEN. Built in 1862 by the Federals, the fortifications stretched all across the neck from the Neuse River to the Trent. The local Negroes are said to believe firmly that the spot is haunted.

For the hungry I can recommend the dining room of the Gaston Hotel, and have heard that the Green Door also serves good food.

On to Wilmington

Once more I am going to be merciful, and let you bowl along unmolested for about 90 miles to Wilmington. There is a legend that the brick FOSCUE HOUSE 12 miles south of New Bern on your right is haunted, and for a good part of the way your road will be along the eastern edge of the Croatan National Forest. This is a huge tract which you will traverse if you detour from New Bern to Beaufort—a thing that is well worth doing if you can spare the time.

Another Suggested Detour

It is about 40 miles from New Bern to Beaufort over U. S. 70, mostly through the CROATAN NATIONAL FOREST. The forest is not a great thing of beauty yet, as it is largely a cut-over region to be used for demonstration purposes in reclamation. However, from the Forest Fire

tower at CROATAN you can get an extended view of the region and of the lakes that lie back from the road.

You will pass a few small towns such as Newport, and Morehead Bluffs, an optimistic development looking far from optimistic today, and then reach modern MOREHEAD CITY. There is no particular reason for stopping here, and I would continue as rapidly as possible to the twin city of Beaufort on the other side of the NEWPORT RIVER.

BEAUFORT is one of the most charming places I know, and yet to the best of my knowledge there isn't a compelling sight in the place. Maybe that is why it is so charming. I shall mention two places, but I think you might as well forget them and just enjoy yourself wandering around. It is amazing how Beaufort has retained the flavor of 100 years ago in the world of today. The first settlers are supposed to have arrived about 1709, when the village was called Fishtown. It was in 1722 that it was laid out according to the plan it retains today, and was then renamed Beaufort.

Beaufort has always been a seafaring town, and the salt is in the very blood of its people. Many old legends, too long to repeat here, are still told, and almost every one of them goes back to the sea. Even the modern sight of the town is the MARINE MUSEUM half a mile away on Pivers Island. It is operated as part of the U. S. Marine Biological station. Then, if you must pick out an old thing from among so many, there is the DAVIS HOUSE, an old inn with many relics, which is open to the public.

It is about 48 miles back to U. S. 17 at JACKSONVILLE. For about half the distance your road (North Carolina 24) will be along the waters of BOGUE SOUND.

Wilmington

This busy, bustling modern city is a good place to do business and delightful to live in, and it offers few of the conventional sights to the tourist. The average tourist does not seem to be much interested in those new things which have a habit of resembling each other in all the modern cities he might visit; rather he is interested, perhaps on account of their comparative rarity, in the remnants of our past. And in Wilmington the accent is definitely on the things of today.

Just the same, there are old things in Wilmington and a few modern things too good to overlook. U. S. 17 will bring you into town by

broad Market Street, and your first sight of any importance will be the NATIONAL CEMETERY on your right, where some 2,400 Federal soldiers are buried.

I would drive down Market Street to 5th Street, and turn left there for a view of the new (1912-13) ROMAN CATHOLIC CATHEDRAL. You should admire the beauty of the Spanish Renaissance exterior, and should certainly go in to see the mosaics which decorate the interior, and the stained glass windows.

The huge oak which you will pass at the next corner as you turn down Ann Street, to continue your sightseeing, is known as the COUNCIL TREE. In 1740 it marked the limit of the town.

The Cathedral is at the corner of 5th and Ann Streets, and if you will continue down Ann Street two blocks to Third Street and turn right again, the latter street will bring you to some more interesting things. On the corner of Orange Street is the FIRST PRESBYTERIAN CHURCH built in 1928 from Hobart Upjohn's design, a building of which the city is justly proud. One block past the CONFEDERATE MEMORIAL, designed by Francis H. Packer, you should stop as close as possible to the corner of 3rd and Market.

The statue in the center of the intersection is Packer's memorial to George Davis, a citizen of Confederate fame. On the corner is ST. JAMES EPISCOPAL CHURCH, built in 1839. For many years the children of the parish have ascended the belfry on Easter morning to greet the rising sun with song. Unfortunately the SITE OF THE OLD COURTHOUSE and the SITE OF THE CONFEDERATE HEADQUARTERS are now occupied by business buildings. The CORNWALLIS HOUSE, built about 1770, is now the headquarters of the Colonial Dames.

The UNITED STATES CUSTOM HOUSE occupies the entire block on Water Street between Market Street and Princess Street. Though it is modern, I consider it the outstanding sight of Wilmington. It was built in 1914-16 from designs by James A. Wetmore. It is beautiful in itself, and there is a notable VIEW of the Cape Fear River and the wharves which line its banks, from the esplanade between the wings of the building on the river side.

Travel back by way of Princess Street after you leave the Custom House, and you will soon come back to Third Street, where a left turn puts you back on U. S. 17 to continue your journey south. On

the corner where you make the turn are the new HANOVER COUNTY COURTHOUSE and the CITY HALL, built in 1855.

That is about all that there is to see in town unless you are a most enthusiastic sightseer, but 8 miles out of town to the east on U. S. 76 is AIRLIE, where the AZALEA GARDENS rival almost any in the world. You may not be able to visit the house, which is open only in the spring, and I think only occasionally then, but the gardens are almost always opened during the blooming season. If you are there in late March or April, inquire locally. If the gardens are in bloom and are open, don't miss them, if you have to give up everything I have mentioned in order to get time to go there. Almost every known variety of azalea is represented.

WRIGHTSVILLE BEACH, on the ocean front about 2 miles further on, is a locally popular seashore resort and a nice one. The bathing is good and there are plenty of boats for deep-sea fishing.

Between Wilmington and the South Carolina Line

Although the country south of Wilmington is noted as a quail- and deer-hunting ground, there is nothing to keep you in SUPPLY, 30 miles to the south, unless you want to pick up a hunting guide there and try your skill.

From Supply, North Carolina 30 will take you 17 miles to SOUTHPORT on the Cape Fear River, just in the lee of SMITH ISLAND, the outer point of which forms dreaded CAPE FEAR itself. The FRYING PAN SHOALS, marked by a lightship 20 miles offshore, make Cape Fear the rival of Hatteras as a symbol of dread among mariners. Smith Island can be reached by boat from Southport. Also easily reached by boat in 2 miles or by road in 8 from Southport are the ruins of FORT CASWELL, built in 1825 and now a summer resort. Near the town itself is the more interesting FORT JOHNSTON, first built in 1764 and reconstructed about 1794. It is still in good condition.

Southport, almost exactly half-way between New York and Florida by the Intracoastal Waterway, is a great stopping place for yachts, and is a center for bathing, fishing, and hunting.

SHALLOTTE, the last town you will pass before you enter South Carolina, is also a fishing center, with boats and guides available.

North Carolina— 11

FROM VIRGINIA TO SOUTH CAROLINA OVER U. S. 1

THIS PARTICULAR ROUTE LEADS THROUGH THE STATE CAPITAL AND TWO OF the greatest resorts in North Carolina. I somehow don't find it the most interesting route through the state, although it is very much traveled. I don't mean that it is not interesting at all, but it seems to me that the traveler who is merely traversing the state will do better to follow either U. S. 17 along the coast or the Blue Ridge Parkway through the Great Smoky Mountains. The ideal thing would be to do all three.

There is practically nothing to describe from South Hill in Virginia (see page 70) until you reach HENDERSON, N. C., 23 miles south of the state boundary. Like South Hill, this is a great tobacco auction town, and unless you have visited one of the auctions at South Hill, you will find one here a fascinating sight. They take place almost daily except Saturdays and Sundays, from September till Christmas. Otherwise the town is almost entirely industrial. There are few old things to see here or in the neighborhood, as it was founded only in 1840. Betsy's Tea Room in Henderson is said to provide excellent food at modest cost.

Then again there is very little until you get to FRANKLINTON. Here, if you wish to turn onto North Carolina 56, you will come in 10 miles to LOUISBURG, and on North Carolina 39, 4 miles beyond Louisburg, to the site of the hanging of Major Lynch in 1767. Although an officer of the British army, he was serving as a tax collector. He was summarily hanged after a farcical trial and has given his name to lynch law ever since. The site of the hanging offers nothing to see; in my opinion it is not worth a drive of 14 miles, and I mention it only in passing.

Nine miles farther on a boulevard will take you into WAKE FOREST, where the Baptist college of the same name occupies a beautiful 25-

acre campus with some magnificent trees. The buildings are new except for the old dormitory, built about 1839 and considered a fine example of the architecture of the period, and for three houses: the Calvin Jones House built in 1820, and the North Brick House and the South Brick House, which were built in 1838.

Raleigh

The capital of North Carolina offers many things worth seeing. First and foremost, of course, is the STATE CAPITOL, of which the cornerstone was laid in 1833. The building was completed in 1840. The architecture of the exterior is of a simple Doric description surmounted by the usual state-capitol dome. It is a singularly fortunate structure in its proportions and in the beauty of its design. (By the way, the first railway in North Carolina, with cars drawn by horses, was built from the east portico of the capitol to the granite quarry a mile away from which the material for construction was hewn.) It's well worth while to go into the building to see the ROTUNDA, 93½ feet high. In the grounds are many statues by well-known sculptors, and on the west grounds is the CONFEDERATE MONUMENT, 70 feet high.

The STATE SUPREME COURT BUILDING faces the capitol and contains, besides the supreme court, the state library, with many interesting old books, newspapers, and records. On the other side of the capitol on Edenton Street are the STATE AGRICULTURE BUILDING and the STATE OFFICE BUILDING. In the state office building the HALL OF HISTORY is an interesting museum open from 9 to 5 on weekdays except Saturdays, and 9 to 1 on Saturdays. In the state agriculture building is the STATE MUSEUM, open 9 to 5 on weekdays, with a collection of mammals, birds, reptiles, fossils, and minerals of the neighborhood.

CHRIST CHURCH, at the southeast corner of Edenton and Wilmington Streets, also facing the capitol grounds, is considered by many to be the finest Gothic Revival building in the state. It was erected between 1848 and 1853. The interior is particularly lovely and is famous for the altar and reredos carved in France. Across the nave is a slave gallery. The PARISH HOUSE AND CHAPEL connected with the church are far newer, having been built in 1913, and the RECTORY is older, having been built in 1818. The rectory was not built as such; it was originally intended to be the North Carolina State Bank, and the vault was removed only when the church took the property over in 1873.

One of the most interesting things in town is the HENRY CLAY OAK. If you come into town on U. S. 1 and turn right on North Street, it will take you direct to this tree. A further turn left on North Wilmington Street will take you to the state capitol grounds. The oak is said to be between 500 and 600 years old and is called the Henry Clay Oak because he is supposed once to have written a very important letter under its branches.

The most important educational institution in town is the NORTH CAROLINA STATE COLLEGE OF AGRICULTURE AND ENGINEERING, with 40 buildings in a 30-acre campus. This is out on Hillsboro Street (U. S. 64), and if you wish to go out to see it, you can return to U. S. 1 through PULLEN PARK, a beautiful recreation ground recently enlarged with Federal aid. On the way to the college and park you will pass the CONFEDERATE BREASTWORKS, erected in 1865. They were never used; but, though they are of earthen construction, they are still in an excellent state of preservation.

The oldest house in Raleigh is the JOEL LANE HOUSE, built before 1771. It is open daily and is now the headquarters of the local chapter of the Colonial Dames.

The RALEIGH MEMORIAL AUDITORIUM, facing the Capitol at the other end of Fayetteville Street and designed to harmonize architecturally with it, was built as a memorial to Raleigh's dead in the First World War.

There is an S. & W. cafeteria in Raleigh which is good, just as these cafeterias always are wherever they can be found.

Raleigh offers the amusements common to most cities. There are of course plenty of MOVIES. There are two 18-hole GOLF courses: Carolina Pines, 3½ miles from town, and the Raleigh Golf Association, 4 miles from town. Greens fees are 50 cents at either one. Carolina Pines also offers TENNIS, as does the Raleigh Tennis Club. SWIMMING and BOATING facilities are provided in Pullen Park.

South from Raleigh

Three and a half miles south of town is MERIDEN COLLEGE, under the direction of the Baptist denomination and with an enrollment of some 500 young women. At CARY, 5 miles farther on, is the birthplace and home of Walter Hines Page. Here a detour of about 4½ miles will take you to the OLD COMPANY MILL on the bank of Crabtree Creek.

This mill was owned by the grandfather of Walter Hines Page and is still in good condition, with an overshot wheel in excellent repair after some 100 years of use. The mill is in CRABTREE CREEK PARK, a 6,000-acre recreation and demonstration area. Then for a way to the south the landscape becomes hillier and more attractive. You might be interested in pausing at SANFORD, where some 200 years ago potters from Staffordshire in England settled, bringing their craft with them. Here they continue the manufacture, still using the old-time wheels. The North State Pottery here has real local products for sale, a thing which is decidedly rare in America.

When you come to the neighborhood of the "long leaf pine" you know that you are nearing the famous resort town of SOUTHERN PINES, which is decidedly a winter resort and lives almost entirely on the tourist trade. Most of its hotels are open only in the winter. The town has famous golf courses, is located in charming country, and offers the usual amenities of resort life, but it does not force a single sight on the attention of the traveler. It is a most delightful place to stay, with golf all winter, racing in the spring, horse shows in January and April, hunting trials in March, tennis all year round (the spring tournament taking place in the second week in March and the famous Dogwood Tournament in the fourth week in April). A detour of only 7 miles takes you to the equally charming village of PINEHURST, really a sight in itself. (On the way you will pass the greenhouses of the Carolina Orchid Growers. They are open from 2:30 to 4:30 on weekdays, and the $1 admission fee goes to charity.) The town is modern and is not incorporated, but is a private business enterprise. A special charter gave the owners the right to exercise police control, and they promptly passed regulations to stop locomotives operating in and out of town after nightfall, restricting dogs howling at night, and forbidding roosters to crow. Here you should certainly see the village chapel. It's modern, as is everything in town, but the design by Hobart Upjohn won a diploma of merit at the international exhibit at Turin in 1926. A good place to buy things is the Woman's Exchange, which offers the home products of the surrounding country. The needlework is said to be particularly good. Many antiques also are on display.

South of Southern Pines you will go through another long-leaf pine district and through another region of pine forest and cypress

swamp. The trees are festooned with Spanish moss, which botanists assure me is not a moss but a plant allied to the pineapple. It certainly doesn't look it. At HOFFMAN is the interesting 62-acre SAND HILLS LAND UTILIZATION PROJECT, a demonstration of the possibility of reclaiming poor farm land and cut-over forests by developing them as forestry and wild-life refuges. Within the area are the INDIAN CAMP RECREATIONAL PARK, which is located on the shore of LAKE MCKINNEY, a Bureau of Fisheries HATCHERY, a NURSERY where from 15 to 25 million seedlings are grown for reforestation work, and the PINE FOREST GAME FARM where they are raising quail and wild turkey to restock the woods and save the breed.

And from Hoffman it is only 22 miles to the South Carolina line where, U. S. 1 will take you farther south by way of Cheraw (see page 145).

North Carolina— 12

INTO THE MOUNTAINS

For those visiting the mountain region of North Carolina and entering the state from the north, a favorite route is by the Blue Ridge Parkway from Virginia. This famous road has been completed from Galax, Va., down through the rendezvous mountain state park to a connection in North Carolina with U. S. 421 at deep gap, where you can go westward to Boone. There are few parts of the world where the scenery is more beautiful than it is in the mountain region of North Carolina. At Deep Gap you will be 3,131 feet up in the air, and that is far from a high altitude for this neighborhood. The best time to go through is the spring, when the mountains and the national forests and the national parks which cover so much of the extreme western section of the state are a riot of rhododendron, azaleas, and dogwood. It's distinctly a mountain country, with mountain people. In Alleghany County to the northeast of Boone there is no railroad, and there wasn't even a paved highway in the region before 1920. The little cabins of the mountaineers, mostly slab-sided, cling to the hillsides, and these sturdy, independent people are still somewhat suspicious of strangers, although as you drive along the main roads this is an attribute which you will never see demonstrated.

boone itself has no particular sights, for the attractions in this part of the state do not consist of man-made things, old or new, but of scenery and flowers. South of Boone you will begin to climb into the mountains and will travel along a stream where rhododendron overhangs the banks until you reach blowing rock, 3,586 feet above sea level. It is one of the oldest resorts in this part of the Appalachian Mountains, and at that it only dates from the 1880's. Here is the moses h. cone memorial park of 3,750 acres. You will not be allowed to take your automobile into the park, nor will you be allowed to picnic there. It is open every weekday. A foot trail here will take you

to the summit of FLAT TOP, 4,995 feet above the sea. You will see even finer views on your way, and I suggest that you select some where there is not so much walking. For instance, you could travel about 2½ miles on an improved road to "BLOWING ROCK" itself. Here you will get one of the finest VIEWS in all America. The "rock" is really an enormous cliff with an altitude of 3,656 feet. What gives it its beauty is not its height but the fact that it overlooks the Johns River Gorge, between 2,000 and 3,000 feet below.

Another easy and even higher view, although I don't think it's any finer, is 18 miles south of town on your main route through the mountains. This is reached by a graded toll road open from May to December, with a 50-cent charge for car and driver and 25 cents for each additional passenger, which leads to a parking place 1 mile up the side of GRANDFATHER MOUNTAIN, where you can get extensive views without even leaving your car. If you are feeling ambitious, it is only a half-mile up the foot trail to the peak of Grandfather Mountain, 5,964 feet above the sea. The view from the summit is one of the finest in eastern America. Before you get there, though, you might like to notice, only 2½ miles from Blowing Rock, the arrow marker which points to Grandfather Mountain itself. The mountain got its name because it looks like an old man lying asleep. Then, about 8½ miles from town before you reach the road leading to Grandfather Mountain itself, is the entrance to the RHODODENDRON GARDENS. In May these gardens are ablaze with azaleas; in early June they are a riot of laurel; in late June they are at their best with the rhododendrons. This 500-acre tract of flowers is entirely natural.

LINVILLE is almost purely a resort, with two golf courses, horse shows, skeet tournaments, good resort hotels, and so on. Needless to say, the scenery is superb, for that is the excuse for the town's being there at all. It is near LAKE KAWANA, where there are facilities for swimming and boating. One of the amusing features of Linville is the Barter Theatre, where at last reports a troop from New York was giving performances every alternate Friday evening. The theatre gets its name because if you don't happen to have any money in your pocket, they will take barter for admission. Probably the average summer visitor would find it more convenient to wander up to the theatre with a couple of dollars than with a few live chickens!

At PINEOLA you will be on the edge of the PISGAH NATIONAL FOREST, and between Pineola and the little town of Edgemont is the state-owned DANIEL BOONE GAME REFUGE. A magnificent work is being done at CROSSMORE where Crossmore School, founded in 1911, is giving an education to hundreds of boys, girls, and grown-ups from the surrounding mountains. The school also has the Garrett Memorial Hospital as one of the buildings of its group.

LINVILLE FALLS takes its name from the scenic feature of the neighborhood. Here, if you turn away from the village on North Carolina 105, markers will direct you to the parking space near the falls. You will have to take a walk, either half a mile to the left or half a mile to the right, to see the two sections of the cascades. They are notable even in a section renowned for its streams and its waterfalls.

After Linville Falls, where you are 3,325 feet above sea level, the road will begin going downhill. There is nothing in particular to tell you about the drive, which is straight through the Pisgah National Forest, except that it is beautiful, and it takes you very close to the slopes of the 4,030-foot high HAWKSVILLE MOUNTAIN. On the way to Woodlawn you might like to pause for a view of GILKEY'S CAVE, or, as it is otherwise known, Linville Caverns, which runs back into the mountain about a mile. If you have already seen the magnificence of the caverns in Virginia, I think you will find it rather an anti-climax.

At WOODLAWN you will be only 1,394 feet up, and a drive of 7 miles more will bring you to the junction of U. S. 64. If you turn right on U. S. 64, a short drive will bring you to OLD FORT. You are now in the shadow of Mount Mitchell, and that should be your next objective. Continue along U. S. 64 to RIDGECREST, and you will be very near the entrance to the Mount Mitchell Toll Road. This one-way road is open northbound from 9 a.m. to 1 p.m. and southbound from 2 p.m. to 6 p.m., so if you are going to arrive at the entrance to the toll road in the afternoon, it will pay you to turn north over North Carolina 26 at Woodlawn, mentioned above, and follow that road to its junction with U. S. 19E. Turn left on U. S. 19E to BURNSVILLE. At Burnsville again you turn left on North Carolina 695 to the entrance of the toll road to STEPPS GAP and enter MOUNT MITCHELL STATE PARK from that point. (This will bring you out to U. S. 64 with the traffic.)

Whichever entrance you take, the toll will be $1.50 per person all the way through, and the ride is more than worth the money.

MOUNT MITCHELL (6,684 feet) is the highest peak east of the Mississippi River, wresting the palm from Mount Washington in New Hampshire, which was considered the highest until Dr. Mitchell, after whom it is named, measured the North Carolina mountain in 1835. He was killed on the mountain in an excursion to verify his measurements, and is now buried at the peak. The VIEW from the summit is superb, for Mount Mitchell is far from being the only big mountain in the immediate neighborhood. Within view from the tower on the summit are the BLACK BROTHERS (6,620 feet high), CATTAIL PEAK (6,609 feet), POTATO KNOB (6,419 feet), and SELO (6,351 feet). All four of these peaks exceed in height the 6,288 feet of Mount Washington.

There is another game refuge on the north side of Mount Mitchell where bear, deer, wild turkeys, and smaller beasts and birds are carefully preserved for stocking the surrounding mountains. Otherwise there is little more to say about your drive to ASHEVILLE.

Asheville

Asheville itself is one of the loveliest resorts in America, although it did not begin at all as a resort town. It was not until the late 1800's and early 1900's that Asheville really became known as a tourist resort. Since then its growth as such has been steady, and there is no doubt that the tourist trade has almost equalled the many industries of the town in maintaining its prosperity. There is no more delightful place for a stay. There are good hotels everywhere, and within easy reach is not only every kind of recreational facility that a vacationer could desire, but some of the finest scenery in the entire eastern United States.

Many of the things in Asheville are modern, as can only be expected in a city of such recent development, and unfortunately some of those things are apparently an attempt to make the heart of town look as much like a bit of Manhattan Island as possible. For instance, it hardly seems necessary in a section where they have all the space in the world to put up a 9-story CITY HALL, even though it is a very ornamental city hall. It stands on the CITY-COUNTY PLAZA, a beautifully terraced and landscaped section. The city hall faces the 15-story

BUNCOMBE COUNTY COURTHOUSE, which was put up during the boom period of the middle 1920's. Asheville at that time suffered a boom comparable to the one that nearly wrecked Florida; in fact the good citizens of Asheville are very apt to blame Florida for their boom. This hardly seems fair, as, after all, they should have been old enough to know better.

There are several fine churches, of which two outstanding ones are the FIRST BAPTIST CHURCH and the ST. LAWRENCE CHURCH, but, as far as buildings are concerned, the great sights of town are a hotel and a private house. The GROVE PARK INN, uniquely built of enormous granite boulders, is considered one of the sights of the neighborhood. And near town is the great BILTMORE ESTATE, built by George Vanderbilt, an attempt to reproduce in the North Carolina mountains an English community of which Biltmore House was to be the castle. After Vanderbilt's death BILTMORE VILLAGE itself was sold to an investment company, and the original architectural style has been much changed in the subsequent houses.

BILTMORE HOUSE is open from 9:30 to 6:00 daily; the admission is $2.00 per person. It is entered from Lodge Street in Biltmore Village and is surrounded by 50 acres laid out in terraces and gardens. The entire estate includes some 12,000 acres of farm and forest lands. The house itself is a masterpiece of the early French Renaissance style. Whether constructing a building in that style in the heart of North Carolina was in good or in bad taste is a subject of much discussion among laymen, and of very little discussion among architects and art lovers. The place is colossal. It covers 4 acres. The front of the house is 780 feet long. It is 3 stories high. The front hall, which you enter from the main door, is 75 feet high. Everything possible was done to make the building luxurious. There is some magnificent sculpture by Karl Bitter; there are sixteenth-century tapestries in the banquet hall, with a triple fire place at one end and a rack of Swedish copperware at the other; tucked away in various rooms are superb prints and paintings. In the tapestry gallery are three more fifteenth-century Flemish tapestries, and in the library is a ceiling by Tiepolo which was moved over complete from Italy. The collections are so extraordinary and the whole place is so big that your $2 admission is perfectly sure to give you something worth while for your money. After all, if you don't like the Tiepolo ceiling in

the library, there is always the scarlet velvet train of Cardinal Richelieu in an upstairs corridor!

The RIVERSIDE CEMETERY is a point of pilgrimage for literary folk because it contains the grave of the great O. Henry, America's outstanding writer of short stories. Another very touching monument there marks the grave of 18 German sailors who died during the First World War in the United States Hospital. The monument was erected in 1932 by the American Legion.

In town also you will find a TOBACCO MARKET, usually open in the middle of December and closing about the middle of January. As in all tobacco markets, an auction here is a fascinating thing to watch.

There are two very fine mountain drives near Asheville. One, to SUNSET MOUNTAIN, costs 50 cents for a one-seated automobile and 75 cents for a two-seated one. The road leaves from the end of Macon Avenue. The mountain is 3,100 feet high and, as its name implies, is particularly fine at sunset time. If you are feeling energetic, you may ascend it free by the foot trail. Finer, I think, is the ELK MOUNTAIN SCENIC TOUR. Leaving Pax Square, you pass out Broadway to Beaver Dam Road and then follow the markers. The views along the way are magnificent, and this 17-mile drive (which is free, by the way) is one of the finest things that you can possibly do anywhere near Asheville.

If you want to go rather far out of town, CRAGGY RHODODENDRON GARDENS are a marvelous sight if you are there during the June blooming season. They are about 29 miles out of town, but, since they are the largest known patch of purple rhododendron, stretching more than 10 miles along the crest of the GREAT CRAGGY MOUNTAINS, with a width in places of more than a mile, they are one of the great sights. It is an entirely natural patch of rhododendron with shrubs, some of which are 12 feet high, stretching in a solid mass of rich purple.

In Asheville itself, if you feel the itch to buy something, you will find that the Biltmore Industries, near the Grove Park Inn, will give you superb homespuns at sane prices. In the workshops of the Industries you can watch the materials being made on hand looms. Outside of the hotel dining rooms, all of which are good, there are only a few places to eat in town or in the vicinity of which I happen to have heard. The meals are especially recommended at Bent Creek Ranch, 6 miles out of town, where lunch and dinner cost about $1.25.

Meadow Mountains Inn, which you will pass on your Elk Mountain tour, is also famous, for its food and for the magnificence of views from the windows. In town itself is another excellent cafeteria of the S. & W. chain for the economically minded.

The AMUSEMENTS in the neighborhood are, of course, many. There are four 18-hole GOLF courses, the Biltmore Forest County Club being the most expensive, with a fee of $2.00. The Asheville Country Club is slightly more reasonable, with a greens fee of $1.50. The Beaver Lake Golf Course, costs only $1.00, and the Municipal Golf Course 5 miles to the east is a modest 50 cents. There is also a 9-hole course which charges only 50 cents. TENNIS, naturally, is available, not only on the courts of the various hotels but on several free courts in town as well. HUNTING, FISHING, and RIDING are popular, and so, of course, is HIKING in the neighborhood. There is SWIMMING in the Recreation Park, in Aston Park, Horny Heights Park, and Beaver Lake. Naturally there are plenty of MOVIES.

One of the great FESTIVALS of the year is the SUNRISE SERVICE on EASTER SUNDAY when the churches combine, presenting a magnificent greeting to the sun on that day. A very different kind of festival is the MOUNTAIN FOLK AND DANCE FESTIVAL in August. This is one of the most fascinating things that happens in America, and by attracting tourists in the month of August is helping to convince people that parts of North Carolina (particularly when, like Asheville, they are over 2,000 feet above sea level) are just as good as a summer resort as they possibly could be as a winter resort.

North Carolina — 13

THE GREAT SMOKY MOUNTAINS NATIONAL PARK

One of the most beautiful drives that you can possibly take in eastern America, or, in fact, anywhere, is from Asheville back to Asheville through the Great Smoky Mountains National Park. It is not necessary to make it as a circle, for part of the drive could be used as a convenient way of entering Tennessee. You leave Asheville on U. S. 19 and travel through perfect scenery as far as lake junaluska, which is the site of the famous Methodist Assembly, named after the 250-acre lake which is included in the tract. You will have to pay an admission of 50 cents to get in. Here begins the max patch toll road, with a charge of 50 cents for automobile and 25 cents for each pedestrian, which takes you half a mile to the summit of max patch mountain, 4,660 feet high. The view from the summit over the Great Smoky and balsam mountains is one of the finest in Carolina.

At waynesville, 31 miles from Asheville, you may be interested in the marker which relates that this was the site of the last shot fired on land in the War Between the States, a claim which is disputed by Brownsville, Texas, where they claim that the last shot was fired three days later, on May 13 instead of May 10, 1865, as the marker shows.

South of Waynesville you will begin a climb, and at balsam gap you will be 3,315 feet up. The railway station here is the highest point on any standard-gauge railway east of the Mississippi River.

Continuing on U. S. 19, you soon reach dillsboro, a little town with lovely scenery where the Jarrett Springs Hotel offers acceptable overnight accommodations and about as good home-cooked and, incidentally, home-served meals as I have ever eaten. Then to wilmot, where a little beyond town you will get one of your first good views of the Great Smoky Mountains. At Wilmot the Sunset Farm has

been recommended for its home cooking. Near ELA you turn right for your drive directly through the mountains.

Your first town will be CHEROKEE, which is the main point of the CHEROKEE INDIAN RESERVATION. This reservation has some 50,000 acres in one tract and 13,000 acres more in others. It is the home of the eastern band of Cherokee Indians and is the largest organized Indian reservation east of the Mississippi River. There are over 3,000 residents, and it is estimated that between 700 and 800 of them are still full-blooded. The finances and lands of the tribe are under the supervision of the office of Indian Affairs, but their own private affairs are administered by the tribal council, who are elected by the group. Although the Indians are officially Christians, it is said that traces of pagan rites still survive. They sell magnificent Indian products here, particularly in the line of basketry and pottery.

From Cherokee the road will rise gradually to SMOKEMONT, then in 10 miles climb almost 3,000 feet to the parking place at NEWFOUND GAP. Here is undoubtedly one of the most magnificent VIEWS in all America, and from the altitude of 5,048 feet you can see MOUNT LE CONTE (6,593 feet high) in the north, MOUNT COLLINS (6,188 feet high) in the west, the BALSAM MOUNTAINS in the east, and Clingmans Dome on the south.

The SKYLINE DRIVE leads from Newfound Gap to Clingmans Dome, partly in Tennessee and partly in North Carolina. It is 7 miles long. CLINGMANS DOME, with its height of 6,642 feet, is the loftiest peak in the Great Smoky Mountains National Park, although not the highest peak east of the Mississippi River, that honor going to Mount Mitchell (see page 102). The summit of Clingmans Dome itself is reached by an easy path less than half a mile long. The observation tower on the summit will give you VIEWS which you will never forget. One of the things that makes the Great Smoky Mountains and the park so exquisitely beautiful is that these great peaks are not isolated, and from any height there are views of tumbling mountains almost equally high as far as the eye can see in any direction. For instance, once the Skyline Drive has left Newfound Gap, it reaches an altitude of a mile and never descends below that until it gets to Clingmans Dome.

If you are an enthusiastic walker, you can take the APPALACHIAN TRAIL from either Clingmans Dome or Newfound Gap, and by walk-

ing or riding steadily north, pass not only through the entire Great Smoky Mountain region, but eventually arrive at Mount Katahdin in Maine!

After leaving Newfound Gap you will soon arrive at Gatlinburg in Tennessee, on the edge of the Great Smoky Mountains National Park, and here you should turn left over Tennessee 73 to MARYVILLE. At Maryville you turn left again onto U. S. 129, which takes you along the LITTLE TENNESSEE RIVER and the edge of the Great Smoky Mountains National Park back into the state of North Carolina. One of the interesting things on the way is at LAKE CHEOAH, an artificial body of water formed when the Aluminum Company of America dammed the Little Tennessee River. The road follows the course of the lake to the dam, and you may, if you wish, visit the power plant here. TAPOCO LODGE, now a resort hotel open the year round, was the private lodge of Andrew Mellon while the power projects of the Aluminum Company were under construction.

There are plenty of lakes in this neighborhood, and only ten miles farther on you will come to LAKE SANTEETLAH, where the fishing is exceptionally good, as proved by the quantities of fishing cabins and tourist cabins along its shores. Here you are near the JOYCE KILMER MEMORIAL FOREST which contains some of the finest trees in America and also bear, deer, and wild boars which the forest service allows to be hunted annually to prevent their becoming a real nuisance. Then again more exquisite scenery to TULULA GAP, 2,950 feet high, where one of the finest views of the neighborhood is at POINT LOOKOUT overlooking the entire Nantahala Gorge.

At Topton you turn back toward Asheville on U. S. 19. The NANTAHALA GORGE is one of the main sights on your entire drive. It is impossible to tell you which place in the gorge is the most beautiful, as the entire road presents a series of perfectly amazing views, not only in the gorge itself but all the way to Bryson City. On the bank of the river are many caves which people claim were the home of some race that was eventually driven out by the Cherokee Indians. BRYSON CITY itself is a pretty little town of no particular interest otherwise to the traveler, and from Bryson City a short drive takes you back to Ela, where you rejoin the route described as you left Asheville.

For those who wish to go straight through to Georgia via U. S. 19 without making this drive through the Great Smoky Mountains Na-

tional Park (and if they don't make the drive by way of the park they will make the mistake of their lives), the road leads from Topton through the NANTAHALA NATIONAL PARK to ANDREWS. There is said to have been a silver mine where the Indians got the metal for their trinkets. At MARBLE, further on, is the little MUSEUM OF ARTHUR PARKER, with a collection of furniture, cooking utensils, and other relics of the early settlers. (Some few of the relics of the display are those of the Cherokee Indians who far preceded the earliest settlers.)

MURPHY is your last town of any importance in North Carolina and is a beautiful one. The streets are wide. The CHEROKEE COUNTY COURTHOUSE, built in 1926 of the local blue marble, is a handsome modern building of which the community is justly proud.

North Carolina— 14

A DRIVE ACROSS THE NORTHERN SECTION

If you are traveling through to the South via U. S. 17 and really wish to see North Carolina, you can cross the state to the Great Smoky Mountains National Park, and then return to the coast by another route or continue south from the western section of the state. Even travelers by the coast route who have taken the trip to Kitty Hawk and Roanoke Island described in Chapter 11 will have returned to Route 17 at either Edenton or Williamston, and it is at Williamston that this particular route, U. S. 64, begins.

Between Williamston and Rocky Mount just beyond Tarboro is the Powell House, an almost perfect example of the kind of house constructed in the late 1850's and early 1860's. The interior is remarkable for the quantities of gold leaf used in the decoration. It is said that one of the two mirrors stretching from the floor to the ceiling (which were such a prominent feature of the interior decoration of those days) was cracked when in 1865 it was hidden in the woods at the approach of Sherman's army.

Rocky Mount is almost entirely an industrial and tobacco center. There are some magnificent old plantation houses around it, but all of them are private and you can't get in to see them, so it's hardly worth while to describe them here. The town is built astraddle a county line, the line being marked by the railroad tracks of the Atlantic Coast Line which run down Main Street. Citizens of one side of the street have to go ten miles in one direction to Nashville to go to court, and citizens living on the other side of the street have to go 16 miles to Tarboro for the same purpose. Mancomb's Warehouse is interesting because here on the second Friday in June the Carolina Cotillion Group gives its annual German which is attended by thousands of people, from Carolina and from surrounding states. Then on the following night, for some 60 years, the Negroes have

taken over the same warehouse and the same decorations for an all-night ball of their own. There is a collection of various curios in the THOMAS HACKNEY BROSWELL MEMORIAL LIBRARY.

NASHVILLE, further on, is a nice town, a center for tobacco as well as for diversified farming. It is said that the cornerstone of the NASHVILLE COUNTY COURTHOUSE still contains a quart of Nashville County brandy, which was put in when the stone was laid in 1883. (Nashville County brandy is so good that it seems an awful waste.) After Nashville you will have a drive of some 45 miles into Raleigh. It is a pleasant drive through a tobacco-growing country, and it is lovely in rose time, particularly in the neighborhood of the Tar River, where many of the houses are almost covered by climbing Dorothy Perkins roses.

West from Raleigh

Raleigh has already been described on page 95. From Raleigh there are two good routes to Asheville. The more direct is through ASHEBORO, 74 miles from Raleigh, and by this route over U. S. 64 you will pass through the Uharie Mountains, which are really a series of low hills. There are many pretty views on the way.

South of Asheboro is the UHARIE NATIONAL FOREST, in which are located Jugtown and Coles Pottery, both locally famous and both producing beautiful earthenware things made in the old fashion. Asheboro itself is a town of some importance because of the water power derived from the DEEP RIVER and the UHARIE RIVER.

LEXINGTON is the next town of any importance. It's a manufacturing town, with a few interesting old things. The present COURTHOUSE was built, or rather rebuilt, in 1870. The walls of an older structure were used in its construction. Slave auction blocks flank the steps. In the neighborhood, 11 miles away, is HIGH ROCK LAKE, one of the great power developments of the YADKIN RIVER. Although artificial, the lake is a beautiful one, surrounded by gently lovely scenery.

Then again west through pretty country to STATESVILLE, where you begin to approach the real mountain region. The town was beautifully planned and is remarkable for the trees which shade its streets. Almost every important street in town has a tree of a particular variety running its length. The real sight of Statesville is the town itself.

The WALLACE BROTHERS HERBARIUM, open to the public, has one of

the largest collections of herbs and medicinal plants in the entire world.

Thirteen miles from Statesville is the GRAVE OF PETER NEY. It is locally believed that he was actually Maréchal Ney of Napoleonic War fame, and the legend still persists, even though France claims that Maréchal Ney was executed in 1815 for his aid to Napoleon at the battle of Waterloo, and that he is now buried in Père la Chaise Cemetery in Paris. I think the French are probably right.

CONNELLYS SPRINGS, west of Statesville, are mineral springs, and in VALDESE a very interesting museum is on the second floor of the WALDENSIAN PRESBYTERIAN CHURCH where tools and clothing, either hand-made in Valdese or imported from Europe by the early settlers, are on display. This church has one service in French every month.

Then there is nothing important to mention until you reach Marion, where you pick up the route to Asheville described in Chapter 12 (see page 101).

Across North Carolina Through the Tobacco Country

Although the route I have just described across northern North Carolina is the most direct one, I do not think it is the best one or the most interesting. I would rather turn a little more north at Raleigh and then cross the state by way of Durham, Greensboro, and Winston-Salem.

To cross the state at the north it is not at all necessary to begin at Williamston. If you have time to go a little further south, you should not miss the beauties of Washington and Bath and New Bern.

From Washington, U. S. 264 will take you west by a little north into Raleigh, where you can join either the direct route I have just described or the slightly longer one I shall describe a few pages further on. Let me hasten to say that once I had gone as far south as Washington, I would not take this one either, but would somehow find time to go a bit further so as not to miss New Bern.

Your route from New Bern is U. S. 70 as far as Raleigh, by way of Kinston, Goldsboro, and Smithfield. From New Bern (see page 88) your route is the same as that described on page 90 until after the crossing of the Cape Fear River. Then, at the fork, take U. S. 70 to the right instead of U. S. 17 to the left. This will take you, as does the other route, past the remains of Fort Totten (see page 90).

THE BLUE RIDGE PARKWAY

MT. MITCHELL, HIGHEST POINT EAST OF THE MISSISSIPPI

NEW FOUND GAP

About 22 miles from Fort Totten you come to the village of FORT BARNWELL, where you can get a guide to the site of the fort which gives the village its name. It is about 2 miles off the main road, but if you have visited Fort Totten I am afraid you will find it very much of an anticlimax.

Just before entering GOLDSBORO you will see what is left of the breastworks thrown up to defend the town before the battle of Goldsboro in 1863. In bringing you to Goldsboro so quickly I have passed several towns on the way, but I don't think there is much you are likely to want to stop and look at unless it is the PEEBLES HOUSE in KINSTON, built in 1824, and now in use as a public library. And in Goldsboro there isn't much to look at either.

At SMITHFIELD is the SMITHFIELD ART POTTERY where the same family has been turning out interesting earthenware for four generations, and one-time Ambassador to Germany William E. Dodd was born at Clayton. All in all, the drive from New Bern to Raleigh is not so interesting as others in North Carolina, but just the same is worth taking if one of the other routes is going to make you lose New Bern.

At Raleigh (see page 95) you are at the convergence of the routes to Raleigh from Williamston, from Washington, and from New Bern; and you are at the beginning of the direct route further west which I have already described and of the more interesting one which I have been trying to get to for the last couple of pages.

Your road from Raleigh to Durham, 26 miles away, is U. S. 70. Ten miles out of Raleigh, on your left, is the NANCY JONES HOUSE, built in 1835. Here is the well-authenticated spot where during a heated discussion in 1838 the Governor of North Carolina relieved the tension by making that classic remark to the Governor of South Carolina, "It's a damned long time between drinks."

Durham

Durham is a distinctly modern city, but nonetheless interesting for all that, and if a true picture of North Carolina is to be given you, the new side of the state should not be neglected. Here are some of the greatest of textile and hosiery mills in the South, and two of the greatest tobacco plants not just in the South but in all the world. The LIGGETT & MYERS PLANT is open from 8 to 11 and 1 to 4, from Mondays through Fridays, and the AMERICAN TOBACCO PLANT is open

9 to 11 and 2 to 3 on weekdays. Guides are provided at either plant, and the one you will find more interesting depends largely on whether you are a devotee of the Chesterfield or of the Lucky. If you wish to see how textiles are made, you have only to apply at the office of the DURHAM COTTON MANUFACTURING PLANT during working hours.

But there are other things of interest in Durham besides factories. There is the DUKE MEMORIAL CHURCH, where the chimes in the tower are played each day at noon, and the EPHPHATHA EPISCOPAL CHURCH, whose curiously unpronounceable name is a matter of complete indifference to the congregation; this is one of the four in the United States intended exclusively for deaf-mutes, and the service is entirely in the sign language.

DUKE UNIVERSITY was founded as Union Institute in 1838. Its name was changed to Trinity College in 1859, and it was moved to Durham in 1892. Then in 1924 James B. Duke, who was to tobacco what the Morgans were to banking, established the Duke Endowment Fund, and the name was changed to Duke University in his honor.

Duke University has two campuses. The EAST CAMPUS is where Trinity College was established. The far larger WEST CAMPUS is where most of the finest University buildings are concentrated in one immense group. The East Campus is now that of the Woman's College, and the buildings, with a domed auditorium as a sort of "theme center," are the older ones of Trinity, to which have been added many newer structures.

The West Campus is the Men's College, connected with the East Campus by a drive about a mile and a half long, or just far enough to make a call interesting. The buildings on the West Campus are arranged mostly in one huge connected group with the CAMPANILE of the Chapel accenting the whole. There is a CARILLON in the tower, recitals being given at intervals.

You should enter the CHAPEL to see the windows, the woodwork of the CHOIR, and the DUKE MEMORIAL CHAPEL adjoining the west transept of the main church. Here again are exquisite windows. A statue of Mr. Duke stands before the chapel, appropriately enough holding a cigar.

The buildings are in general of the style which has come to be

known as Collegiate Gothic. A ramble will give you a good idea of them without further description. You might like to go to the GENERAL LIBRARY to see the collections in the TREASURE ROOM, and to the FOSSIL COLLECTION in the GRAY BUILDING.

However, except for a general impression of beauty, I don't think you will be so interested in the buildings as in the grounds themselves. Few campuses are as beautiful as this one, with its paths wandering through gardens along the rolling hillsides. And, speaking of gardens, be sure to see the SARAH DUKE IRIS GARDEN, with about 500 varieties of Iris, 300 of daffodils, 100 of tulips, thousands of other plants, and some 500 Japanese Cherry Trees. In all America there are few more beautiful springtime sights. There is also a 300-acre HERBARIUM. Things are done on a big scale at Duke.

From Durham to Greensboro

It is 55 miles from Durham to Greensboro by U. S. 70, but unless I was in a great hurry I would not go that way, but instead would turn south over U. S. 15 to Chapel Hill, only 12 miles away.

CHAPEL HILL is the seat of the University of North Carolina, the first of the state universities to be established in the Union. The University colors the atmosphere of the entire town, for there is almost no business there except the necessary services for the faculty and students.

U. S. 15 will bring you into East Franklin Street, passing BATTLE PARK, at the east end of the campus. Battle Park was not named after any conflict that took place there, but after that Dr. Kemp Plummer Battle who led such a valiant fight for the reopening of the University in 1875, after it had been bankrupt during reconstruction days.

At the Corner of Battle Lane you will pass the WIDOW PUCKETT HOUSE, built in 1799, on your right, and the HOOPER HOUSE, built in 1814, on your left. Here, if you will turn down Battle Lane to the left, it will bring you to Battle Park, and a right turn onto East Cameron Street takes you to the heart of the University.

If you park your car near the OLD WELL, you will be in the heart of the campus and within easy walking distance of almost everything you could possibly want to see there. The old well was once the water supply for the students. It is now covered by a small temple

of classic design and is the place where the students hold their outdoor meetings. It is a cherished symbol of University life.

The SOUTH BUILDING, the main one of the University, was long under construction. They had difficulties with finances in those early days, too. Although the cornerstone was laid in 1798, the building was not finished until 1814. It was remodeled in 1926 and is now used for the offices of the University.

OLD EAST and OLD WEST flank the well on either side. Old East was built in 1793 and lengthened in 1824 to conform to Old West, built in that year. Right behind the well, in the heart of the OLD CAMPUS, is the DAVIE POPLAR, a giant vine-covered tree, and beside it is PERSON HALL, architecturally one of the finest old buildings in the University. Finished in 1797, it was first used as a chapel but now houses the School of Fine Arts.

This is but a small outline of the beauties of the campus of the University of North Carolina, and if you apply to the INFORMATION SERVICE across the Old Campus from the well, you will be directed to many others that I have not space to list here. But before leaving you must see the UNIVERSITY LIBRARY, the MOREHEAD-PATTERSON BELL TOWER (concerts by the chimes daily at 5), and the PLAYMAKERS' THEATRE, which, with the outdoor theatre in Battle Park, is the home of the Carolina Players, who have had such a great influence on the American stage.

From Chapel Hill, North Carolina 14 will take you back to U. S. 17 at Hillsboro, which has fine old houses, all private. In the CEMETERY is the gravestone of William Hooper, who was the signer of the Declaration of Independence for North Carolina. To the great indignation of the citizens, his remains were moved to Guilford Battlefield in 1894. The ST. MATTHEW'S EPISCOPAL CHURCH was built in 1812-1815, and so was the PRESBYTERIAN CHURCH. The latter was constructed with funds raised by a lottery, illegal now when we use Bingo instead.

About 2 miles from Hillsboro is MOOREFIELDS, an old 8-room house built about 1750 to 1755 with hand-hewn timbers, wooden pegs, and hand-wrought nails. Although the house is of considerable interest, I would inquire locally whether it is open before making the detour necessary to reach it.

Greensboro

It is 42 miles from Hillsboro to Greensboro, again by our "main line" which is U. S. 70. You will pass through a lot of manufacturing and textile towns on the way. If you wish to see one, the White Furniture Co. Plant at Mebane is open to the public. It is the oldest furniture factory in North Carolina, having been first established in 1881.

Greensboro, the birthplace of O. Henry (a pen name—his real name was William Sydney Porter), is in most essentials a modern industrial and manufacturing town, with over 100 plants of different kinds in the city, the accent being on textiles. The great Cone Textile Mills are the largest but are not open to the public.

U. S. 70 runs down Market Street and will take you past the 17-story JEFFERSON STANDARD LIFE INSURANCE BUILDING, the highest in town. The top story is occupied by a restaurant, where the food is good and whence there is a widespread VIEW of the city and surroundings.

With one conspicuous exception, the other points of interest in Greensboro are either grouped around this building or are to be seen on your way into or out of town. The exception is IDLEWOOD, or Independence Road, where the garden contains some 8,000 varieties of plants. In May and June the ROSE GARDEN is open to the public all day and during the evening. With about 1,500 varieties on display, it is a marvelous sight.

Most of the other sights are connected with education, Greensboro being a noted cultural center. On your way into town you will have passed the Negro AGRICULTURAL AND TECHNICAL COLLEGE OF NORTH CAROLINA, a co-educational institution with an enrollment of about 700. The 28-acre campus of the college is to the right of Market Street between Laurel and Dudley Streets, and a left turn onto Dudley Street will bring you in short order to the BENNETT COLLEGE for Negro women.

Near the Jefferson Standard Life Insurance Building is the MASONIC TEMPLE, built on the site of O. Henry's birthplace and containing a museum of Masonic relics. It is interesting, and is open free daily between 9 and 11 and 2 and 5.

I doubt whether you will be much interested in BLANDWOOD, built

in 1825 and now the main building of a sanitarium, or in the old BUMPASS HOME, built in 1847, as you will have seen or may still see far finer old houses elsewhere. You will, however, enjoy the new buildings of GREENSBORO COLLEGE, a Methodist college for women, and of the WOMAN'S COLLEGE OF THE UNIVERSITY OF NORTH CAROLINA. Both are on Market Street, and U. S. 421 will take you past them on your way out of town, for at Greensboro you desert U. S. 70.

Your road now follows the same route that Daniel Boone took (or at least is supposed to have taken) for his exploration through the mountains, known as the BOONE TRAIL. About 6 miles from Greensboro GUILFORD COLLEGE lies off to the right, a co-educational institute under Quaker direction. The campus has real beauty, and so have the buildings. The oldest is FOUNDER'S HALL, erected about 1834.

Winston-Salem

This hyphenated town was formed by the fusing of the town of Winston with the older Salem as recently as 1913. Now an almost purely industrial town, it presents the anomaly of a modern community where the customs of their ancestors are lovingly preserved by the descendants of the Moravians who founded Salem in 1766. Winston came into being nearly a century later, having been organized as the seat of the new Forsyth County in 1849, although it did not receive its name of Winston until 1851. When the new town was founded on lands ceded by the Moravians of Salem, it was part of the agreement that the streets should be continuous. Today, consequently, it is quite impossible for the tourist to tell where one town begins and the other leaves off. Fortunately, it is also quite unnecessary.

You will come into town by 5th Street and will pass the enormous R. J. REYNOLDS TOBACCO PLANT on the way. If you wish to visit portions of the factory, turn left on Main Street and apply for permission at the R. J. REYNOLDS OFFICE BUILDING, which you will want to see in any case, for its height of 315 feet makes it the tallest structure in North Carolina. From its Observation Tower there is a notable VIEW of the city and the surrounding country. The tower is open from 8 to 12:30 and from 1:30 to 5 on all weekdays except Saturday.

Once you have visited the tower, continue down Main Street, which

will lead you to a group of distinctive features of the days of long ago clustered in the heart of a modern city.

On the corner of Belew Street still stands the 17 feet-high COFFEE POT which a tinsmith put up nearly 100 years ago as an advertisement of his establishment, and where a Confederate soldier is said to have successfully hidden during a Federal raid. Certainly it is big enough.

The MORAVIAN GRAVEYARD will be on your left, and here is something you must not miss. Note how the markers are all uniform to indicate the equality of all mankind in the face of death, and note also how in burial the dead were placed in various categories of married women, married men, single women and girls, and single men and boys.

SALEM SQUARE is near the cemetery, and here are grouped the WINKLER BAKERY where the same family worked for 100 years, the MUSEUM OF THE WACHOVIA HISTORICAL SOCIETY, built in 1794 and now housing a fascinating collection of old things of all sorts, even including an early fire-engine, and the BROTHERS HOUSE, of which the frame portion was built in 1768 and the brick portion almost twenty years later in 1786.

But *the* great sight of Winston-Salem is the HOME MORAVIAN CHURCH. It is fascinating not only on account of its design, which is one of simple purity, but on account of its associations, and for the annual events connected with it.

Here each Easter Sunday the bishop leads the Sunrise Service, which in Salem first took place in the graveyard in the year 1773. The Moravians are great music lovers. The singing of the choir is magnificent, and the Home Moravian Church Band has 150 members. People come for hundreds of miles to attend this service, and it is not on record that anyone ever found the time wasted.

SALEM COLLEGE beside the church is a non-sectarian school with a 50-acre campus. The newer buildings are appropriately being constructed to avoid any clash with the colonial relics near by.

There are other old things near the square. In the BLUM HOUSE, Blum's Almanac began publication in 1828. The printing processes have long since been moved to a modern plant, but the publication has not missed an issue since. You will find much of interest in the collections of household articles in the CHIMNEY HOUSE, built in 1789, open weekdays from 8 to 5 for a 25-cent admission fee.

Although this does not quite exhaust the catalogue of worth-while things to see in Winston-Salem, I feel that it is quite sufficient to sate the appetite of most tourists, and if this book should become a mere list of everything large and small in each town, it would defeat its primary purpose, which is to suggest to you selective sightseeing with as much of the fatigue as possible left out. So I think that I will just mention that tobacco auctions are held in various warehouses from early October to mid-February, and will then consider that I have done my duty by an interesting town.

Still Westward Bound

Almost as soon as you get out of the built-up section of Winston-Salem, U.S. 421 will take you past REYNOLDA, the huge Reynolds estate, easily distinguished by the hedges bounding the road. Soon after passing it, keep a sharp lookout for a sign indicating the road to OLDTOWN, and if you can spare a few minutes turn down this road to the Betharaba Church. Betharaba was the first Moravian settlement in North Carolina, and the BETHARABA CHURCH is the first Moravian church to be built there. The surrounding churchyard is the site of the first old fort that they built, and the MORAVIAN GRAVEYARD near by is the oldest they have ever established in the state. Although the church was not built until 1788, stones in the graveyard date from 1754.

Not far away is NEW TOWN, or Bethania, founded in 1759 by Moravians who left Betharaba because its conduct of temporal affairs was not to their liking. BETHANIA CHURCH, built in 1807, is second only to Betharaba Church in interest.

It is possible to describe the drive from Winston-Salem to DEEP GAP (see page 99) and to BOONE, where you join the route described in Chapter 12, almost in a paragraph, although it covers a distance of over 90 miles. The country becomes more and more rolling, until fields give way to forests, and hills to mountains. It is a real crescendo of beauty, with little to stop for and everything to enjoy.

North Carolina— 15

FROM CHARLOTTE TO THE MOUNTAINS

FROM THE POINT OF VIEW OF THE INHABITANTS, THE CENTRAL AND THE southeastern portions of North Carolina are fascinating, because that is where the inhabitant lives; but, from the point of view of the tourist, it must be confessed that the approach to Charlotte from any direction except the west presents what might be called a sightseeing "dead spot."

Charlotte can be easily reached from Greensboro by a drive of 90 miles through pleasant rolling country, or from Wilmington by a drive of 102 miles through country half swamp and half farm land. Neither drive is dull, neither is outstanding; and, at normal driving speed over the good roads of the state, either can be negotiated in 2½ to 3 hours without any great sense of haste.

Charlotte

Charlotte, like most American cities, seems to have made a conscientious attempt to make its business district look as much like Manhattan Island as possible. It is the largest city in North Carolina, with a population of 100,327. Charlotte is a modern, busy, bustling textile and business town, with little left that is reminiscent of the past, but with a healthy interest in the present which augurs well for the town's future. Good modern buildings are on every hand. The great sight that I advise you not to miss, no matter what the time of year, is the PUBLIC BUILDINGS on East Trade Street. Put up in the 1920's, they form a harmonious group in a landscaped setting, and are a monument to the city which had pride enough to erect them and to C.C. Hook, the architect who designed them. Many a larger city might well profit by Charlotte's example.

If you are there in March, you will find the TULIP GARDENS surrounding the residence of Mr. J. B. Ivey opened to the public dur-

ing the blooming season, usually the last two weeks of the month. There are over 20,000 plants in the garden.

The MINT MUSEUM is a point of year-round interest. It is a close reproduction of the original branch mint built in Charlotte about 1845, the reconstruction having been done in 1934. It is now an art gallery, with a collection of handicrafts, paintings, and other art objects well worth seeing. The huge EAGLE over the door is 14 feet wide by 5 feet high—which makes it perhaps the largest in the United States, and one of the most expensive, as it is covered with gold and silver leaf.

A 4-lane parked highway leads to GASTONIA 20 miles away, the scene of a hard-fought and bitterly controversial strike in 1929, and 8 miles further on is KING MOUNTAIN, where a savage battle was fought during the Revolution and where you can improve your knowledge of American history by pausing long enough to read the various markers, and by detouring to the KING'S MOUNTAIN BATTLEFIELD MONUMENT, which is just across the state line in South Carolina.

Towns largely devoted to manufacture are passed one after another until U. S. 74 brings you to RUTHERFORDTON, a pretty little town at the foot of the Blue Ridge Mountains. Here the scenic portion of the drive may be said to begin, for a few miles further on you will definitely enter the foothills of the Blue Ridge and finally follow the windings of the BROAD RIVER into the beauties of HICKORY NUT GORGE.

A mile within the gorge, a dam across the river forms LAKE LURE, an artificial body of water which came into existence in 1925 and 1926 and is nonetheless a beautiful mountain lake. It has now developed into a popular hotel, bathing, boating, and general recreation resort. Over the lake towers a barren mountain called RUMBLING BALD. The mountain is still settling, and every once in a while when one of the faults in its rocky core gives way it emits the noises which give it its name.

A toll road ($1 for grown-ups and 50 cents for children) will take you to the foot of CHIMNEY ROCK, that extraordinary monolith which rises 225 feet above its supporting mountain. Several trails lead from the parking place at the foot; all are easy, and all offer splendid VIEWS. One leads to the top of Chimney Rock itself, one leads to a view appropriately called Exclamation Point, and the third which is called the Skyline Trail (not to be confused with the Skyline Drive) leads

to the summit of HICKORY NUT FALLS, 400 feet high. The little village of Chimney Rock where the toll road begins is a noted place for the purchase of local handicrafts, such as wood carvings, hooked rugs, and potteries, and for the food at the Cliff Dwellers' Inn.

From BAT CAVE (where you can visit the cave of the same name. It is really more of a grotto, and somehow I did not find it too exciting) you can either turn south over U. S. 64 or continue straight into Asheville over U. S. 74. Here the road to Asheville leaves the gorge to climb to HICKORY NUT GAP, 3,000 feet high, and then descends in a series of bold loops.

If you turn left, U. S. 64 will take you through scenery of surpassing beauty all the way to the Tennessee line. At EDNEYVILLE, only 7 miles from Bat Cave, a road leads to the observation tower on SUGARLOAF MOUNTAIN where there is a wide-flung view; at Pisgah Forest is the entrance to PISGAH NATIONAL FOREST; at LAKE TOXAWAY there was once a popular resort surrounding an artificial lake, but in 1916 the dam gave way, the lake went with it, and that was that. But still beautiful is FAIRFIELD LAKE at the foot of ROCK MOUNTAIN.

Needless to say, a country offering so much natural beauty is a series of resorts. CASHIERS, near the lake of the same name, is one of them. (The High Hampton Inn has been enthusiastically recommended. So has the Fairfield Inn at Fairfield Lake, by the way.) And this section of the Nantahala National Forest has many more.

The road reaches surprising heights for eastern America. At SUNRISE VIEW you will be 4,150 feet high, and here a road and trail leads to the summit of the 4,930-feet-high WHITESIDE MOUNTAIN, with its cliff falling sheer for 1,800 feet.

HIGHLANDS has an interesting little MUSEUM AND BIOLOGICAL LABORATORY, and eating places of renown at the little Kings Inn and at the more elaborate Tricemont Terrace.

Many waterfalls grace the landscape where the road follows the CULLASAJA RIVER along a shelf carved out of perpendicular cliffs. Among the more notable are the BRIDAL VEIL, DRY FALLS, and LOW FALLS. Then follows 60 miles of beauty, through a mountain region where the log and slab-sided cabins of the mountain folk cling precariously to the hillsides, to MURPHY (see page 109), and eventually, 23 miles further yet, to the Tennessee line.

A Few Statistics of North Carolina

Area: 52,426 square miles. *Population (1940):* 3,571,623. *Capital:* Raleigh, population 46,640. *Boundaries:* Virginia on the north, the Atlantic Ocean on the east, South Carolina and Georgia on the south, Tennessee on the west. *Government:* General Assembly consisting of a Senate of 50 members and a House of Representatives of 120 members, meeting biennially in odd years. *Climate:* Fairly even, varying at Charlotte from a winter mean of 41 to a summer mean of 78. *Nickname:* The Tar Heel State. *Rainfall:* About 46 inches annually. *Largest city:* Charlotte. Population 100,327. *Rank among the states in area:* 27th. *Rank among the states in population:* 11th. *Density of population per square mile:* 68.5. *Cities over 10,000 in population:* 25.

A Little History

1524 Giovanni da Verrazzano explores the coast.

1584 After other expeditions, including that of de Soto, may or may not have entered the state, Philip Amadas and Arthur Barlow take possession in the name of Queen Elizabeth of England. The territory is called Virginia.

1585 Sir Richard Grenville establishes a colony on Roanoke Island. Fort Raleigh is built. Grenville returns to England for supplies.

1586 Grenville returns and finds the colony deserted, the colonists having left with Sir Francis Drake. He leaves 15 men to hold the island and Fort Raleigh, built the year before.

1587 A new colony under John White reaches Roanoke Island. They find the men gone and the fort in ruins. Virginia Dare is born. Governor White returns to England. Although he expects to be absent but a short time, he is delayed four years by the wars between England and Spain.

1591 Governor White returns to find the colony abandoned. No trace of the lost settlement has ever been found.

1629 By grant of Charles I to Sir Robert Heath, the territory becomes known as Carolina.

1663 Charles II grants the territory to a group headed by the Earl of Clarendon. The period of the rule of the Lords Proprietors begins.

1711 During an uprising of the Tuscarora Indians, over a hundred colonists are massacred.

1729 The Lords Proprietors surrender their rights (with certain reservations) to King George II. The rule of the Royal Governors begins and lasts until the Revolution. A survey establishes the Carolina-Virginia line.

1730 Carolina is divided into two provinces, North and South.

1735 A survey is started to establish the boundary between North and South Carolina.

1749 The first printing press is set up at New Bern.

1775 The year of the Mecklenburg Declaration of Independence. Carolina decides to establish a state government, and royal rule ends.

1776 The national Declaration of Independence is signed for North Carolina. A state constitution is adopted.

1789 The Federal constitution is ratified.

1790 The Federal government takes possession of the "Western Lands" ceded by North Carolina, and the state assumes its present form.

1792 The city of Raleigh is laid out as the Capital.

1794 The General Assembly meets at Raleigh, and the first state house is built.

1799 Gold is discovered in Cabarrus County.

1813 As far as is known, the first cotton mill was established in this year.

1831 The state house is burned.

1840 The first public schools are opened and the new state house is completed.

1861 North Carolina secedes from the Union and plays a prominent part in the War Between the States, furnishing one fifth of the Confederate soldiers engaged.

1868 North Carolina is readmitted to the Union.

1880 Tobacco begins to challenge the position of cotton as the state's leading crop.

1924 Trinity College is endowed by James B. Duke and the name is changed to Duke University.

South Carolina— 16

SOUTHBOUND ALONG THE COAST

When most northerners think of South Carolina they think first of Charleston, and then of gardens—unless the thinkers are enthusiastic members of garden clubs, in which case it is apt to be the other way round. But it doesn't matter much, for either thought is a good one, and while there are many other fascinating things in the state, Charleston and the gardens are the high spots. Although the gardens near Charleston are best-known, probably on account of their accessibility, they are far from being the only ones. I shall try to point out the others in the text; but to see the best of them, plus Charleston itself, it is necessary only to stick to U. S. 17, which, as I have said before and shall probably say many times again, is my favorite north and south route.

It must be confessed that as far as scenery is concerned, this route through South Carolina is dull. It follows the curve of the coast through sand and pine barrens and is relieved from the worst of its monotony only by the interesting things to be seen along the way. But these things are enough to make the whole drive a great experience.

Your last town of any great importance will have been Wilmington, some 46 miles north of the dividing line between the Carolinas, and for another 23 miles south of that line there isn't much to stop for either. The town of little river is a good place for ocean and river fishing. Then the road passes near several small seashore resorts until it reaches the largest in South Carolina, myrtle beach, which with myrtle beach state park forms about the most popular local resort in the state. Myrtle Beach itself is a peculiar combination of dignified resort at one end and Coney Island amusement at the other. The bathing is excellent.

murrells inlet, some 12 miles south of Myrtle Beach and 35 south

of the state line, is a great place for fishing flounder. These are gigged (i.e. speared) from small boats at night by the light of flickering torches. All I ever got was the sport of trying, but it was fun. The cord hammocks made in the neighborhood are worth buying.

BROOKGREEN GARDENS 5 miles south of Murrells Inlet are beyond a doubt among the finest in South Carolina, if not anywhere. The place is an outdoor museum of sculpture as well. When Archer M. Huntington established the $1,000,000 foundation which under the care of trustees is used for the upkeep and embellishment of this 4,000-acre tract, he specified that the object of the trust should be "the preservation of the flora and fauna of the southeast and to exhibit objects of art." Certainly his intent is being magnificently realized. To fulfill the obligation regarding the flora, Brookgreen has been made into a garden of surpassing beauty. To display the fauna, there is an excellent small zoo of animals of the region. In the garden, modern statuary has been placed in such a way that the beauty of both the gardens and the statues are enhanced.

Brookgreen is said to be the plantation called "Blue Brook" in Julia Peterkin's novel *Scarlet Sister Mary*. It is also where the early American painter Washington Allston was born in 1779.

Half a mile away, also preserved and beautified by Mr. Huntington, is the Alston cemetery. This is on the plantation which was once the home of that Joseph Alston who was the father of the beautiful Theodosia, wife of Aaron Burr.

If you turn left onto South Carolina 711, it will bring you to PAWLEY'S ISLAND, the oldest resort in this section. It is notable today chiefly on account of a persistent legend of a local spook, the "gray man," who is supposed to bob up and speak to somebody every time there is going to be a bad storm. But I hope you don't have that kind of weather, and I hardly think you have much chance of seeing him. I would not turn off the main highway to the right to see ALL SAINTS CHAPEL, for it is a reproduction of an older one and dates only from 1916. It is an excellent reproduction, but why bother when you are on your way to Charleston, where you can see so many originals?

GEORGETOWN offers an original church worth stopping for, even before Charleston is reached. The CHURCH OF PRINCE GEORGE was built in 1742, although the tower was not added until 1820. It is really worth seeing. So is the MARKET BUILDING erected in 1841 and used as a slave

market, although I think only incidentally to general trading, and the GEORGETOWN COUNTY COURTHOUSE, which seems to have been designed by that great architect of South Carolina, Robert Mills. It was built in 1824. The MASONIC TEMPLE diagonally across the street is even older, dating from 1735.

Georgetown, located as it is at the head of WINYAH BAY, has long been an important lumber shipping point, and there is a large (and smelly—as you will find out for yourself if the wind blows from that direction) wood pulp plant here today. The other trade of GEORGETOWN is still picturesque, for the stores between Front Street and the SAMPIT RIVER are in many cases equipped with wharves along the waterfront to which boats from the near-by plantations and villages tie up for direct trading.

There is another notable beauty spot about 7 miles from Georgetown —BELLE ISLE GARDENS. They are located on the shores of Winyah Bay and offer an exceptional display of japonicas and azaleas, reflected in a lake in such a way that the image is almost more beautiful than the flowers themselves. No garden lover can afford to miss that one, even though the admission is $1. The gardens are open daily from March 1 to May 1. In addition to the flowers, the ruins of an old CONFEDERATE FORT, called Battery White, stand on the grounds. The house is private, and was first erected on another site, having been moved to its present position in 1830.

There is a swampy district with a beauty all its own between Georgetown and the SANTEE RIVER, and once the river is crossed the road runs for several miles through the FRANCIS MARION NATIONAL FOREST. Finally, north of Charleston, you enter a section of the road that might be called the "basket belt." Here the Negroes make baskets of excellent construction and design. If you mean to buy many souvenirs, the purchase of a basket here will solve your packing problem for the return trip.

Four miles north of Charleston you cross the COOPER RIVER BRIDGE. The toll for car and driver is 50 cents, and 15 cents for each additional passenger. The bridge is nearly 2 miles long and reaches a height of 150 feet above the water, the highest point you will reach between the North Carolina line and Charleston. The VIEWS from the bridge are worth the toll!

Charleston

If you enter town over the Cooper River Bridge from the north, you will be able to get an idea of the layout of the city from the bridge itself. It is situated on a peninsula at the junction of the Cooper and the ASHLEY RIVER. The BATTERY, at the confluence, is one of the famous waterfront streets and parks of the world. Many of the finest old houses in Charleston are along this noted street. From the sea wall are excellent views of Castle Pinckney and of tragic Fort Sumter. Since the old city is so small, here is an excellent place to park your car and proceed to do your sightseeing afoot.

The shortest way to reach the old city is by King Street or Meeting Street, two of the principal business and shopping streets of the city with many points of interest on the way. But, as it will be easier to return to them later, the South Battery at the corner of Meeting Street seems the best place to begin.

The very sea wall along the battery is historic, for the east sea wall was built of ballast from trading ships that came to Charleston over 120 years ago. The south wall is younger, not yet having quite attained its first century of age.

There are two Batteries, the East and the South. Let us imagine we are on the South Battery and ready to start a walk from the corner of Meeting Street along part of both. It is a walk you will never forget, for Charleston is one of the five distinctly "American" cities which to me have that illusive thing called "atmosphere." *

Each city worthy of being called distinctive has some particular point which lingers in the visitor's memory. Each visitor will probably pick out his own pet point, so as far as Charleston is concerned I can only tell you mine. It is wrought iron. It seems to me that even New Orleans does not have the same amount of wrought iron of such perfect delicacy and taste. Perhaps New Orleans has more of it, but there it is a bit too elaborate, and the houses seem too often to be backgrounds for the iron instead of letting the iron be the embellishment of architectural style, which is its proper function. So, in Charleston,

* If anyone cares, the others are Boston, New Orleans, San Antonio, and San Francisco. This is merely my personal opinion, and anyone who wants to disagree has a perfect right to do so. But don't bother to tell me about it, for proof on a thing of this kind is impossible.

if you prefer to admire the simple proportions of the old houses, you will not find that a superfluity of decoration prevents you from doing so.

Two of the finest of these houses are on the corner where I left you standing several paragraphs back. They are both private, as are most of Charleston's finest old residences. One, the COLONEL WILLIAM WASHINGTON HOUSE, is on the Battery itself, and the other, the JOSIAH SMITH HOUSE, is just off the Battery on Meeting Street. The Washington house was built in 1769 and the Smith house in 1800.

From these houses it is but a step to the east sea wall, and a walk along the wall will bring you to a most interesting building at the end of it. Although most of it was constructed in 1925, the TEMPLE OF THE MYSTIC SHRINE is built on the foundations of the GRANVILLE BATTERY which helped defend Charleston in 1706, and in it is incorporated the old MISROON HOUSE, built about 1790.

You are now near the great modern wharves which run along the shores of the Cooper River, so except for a few things lurking behind and among the wharves your greatest interest will be away from the waterfront. Let us see first a few things in this section worthy of note, and then proceed into some of Charleston's old streets.

At 78 East Bay Street, only a step from the Shriners' Temple, is VANDERHORST ROW. Built in 1800, it is believed to be the first apartment house ever to be built in America. Less interesting to me is the OLD CAROLINA COFFEE HOUSE, for, while it has long been in use, there seems to be no proof that this is the original building. But the OLD EXCHANGE at the end of Broad Street, a museum in the charge of the D. A. R., is very interesting indeed. Built in 1767-71, it has had many unfortunate alterations. As the result of refilling operations, it is no longer on the waterfront. You now enter from the rear instead of by the once stately front façade. But, even mutilated as the building has been, it still remains a noble example of the architecture of the period. It is open weekdays as a museum between 10 and 2 and 3 and 5 from November 1 to May 1. The admission is 25 cents.

Walking down Broad Street away from the water, you will come to the old building of the CHAMBER OF COMMERCE built in 1784. This Chamber of Commerce organization is said to be the oldest in the United States. Note the way the marble steps have been worn during the years.

Here you are at the corner of Broad and Church Streets, and near some of the most interesting things in the city. You will have passed Chalmers Street on your way from the Old Exchange, but I would not take the trouble to turn up that street to see the enclosure known as the SLAVE MARKET, for in all probability it never was the slave market. Instead, turn right onto Church Street, stopping first at No. 91. This is CABBAGE ROW, and is said to be the "Catfish Row" of DuBose Heyward's *Porgy,* although with artistic license he changed its location in the story.

Just up the street from Cabbage Row are the old PLANTERS HOTEL and the DOCK STREET THEATRE, around the ruins of which the hotel itself was built in 1809. The original theatre was opened in 1736 and was the first building ever erected in America solely to house theatrical productions. The old hotel, long famous for its food, is even more famous as being the place where the Planters Punch probably originated. Both buildings are restorations by the W. P. A. The restorations have been done so perfectly that the flavor of the original has been to a great extent restored. Don't miss these.

On the same side of the street is the so-called PIRATE HOUSE, now an antique shop and tea shop. The date of its construction seems to have been lost. It was somewhat remodeled during the 1920's and, as far as is known, it never housed a pirate. Just the same, it is interesting as an almost perfect example of the simpler architecture of those French Huguenots who were such valuable citizens of South Carolina in the early days—and many of whose descendants still are. The HUGUENOT CHURCH is across the street from the Planters Hotel.

You have now reached the corner of Church and Cumberland Streets, and here the OLD POWDER MAGAZINE at 23 Cumberland Street marks the spot where in 1703, the date of its construction, important works of the original fortifications of Charleston once stood. It is now a small museum operated by the Colonial Dames, and is open, I believe without charge, from November 1 until early in June. The hours are from 9:30 to 1 and from 2:30 to 5.

You are probably surprised at the moment because I am walking you around one of the outstanding things of Charleston without taking you into it, but there is a reason. I am going to take you on another walk somewhat away from this neighborhood, and I want to finish with it first. Now is the time to visit ST. PHILIP'S EPISCOPAL

CHURCH, that is, if you can stop admiring the iron fence around it and the architecture of the tower. This really exquisite building was erected between 1835 and 1838, in late Georgian style, the steeple having been added at a later date. By all means go in (the church is open daily from 8 to 6), seat yourself in one of the pews, and drink in the beauty of the interior. I shall not try to describe the Corinthian columns and the elaborate plaster decoration; if you see it you do not need such a description, and if you aren't going to see it a photograph will give you a truer picture than any words can.

Church Street runs through the CHURCHYARD, leaving a section of it across the way. The best way to see the churchyard and some other notable points near by is to follow the GATEWAY WALK. This will take you across Church Street and then through the Church Grounds to Meeting Street.

Here on Meeting Street is the GIBBES ART GALLERY with its fine collection of South Carolina portraits and a collection of superb miniatures. It would be a pity to walk past without seeing it. A step away, on the corner of Meeting Street and Cumberland Street, is the CIRCULAR CONGREGATIONAL CHURCH, built in that style of Romanesque so beloved in the late 1800's when the church was erected.

You are still far from finished with the Gateway Walk. It continues through a garden on the north side of the museum (to your right as you face the building), across King Street, and finally reaches the gateway of the Unitarian Church and the graveyard of St. John's Lutheran Church on Archdale Street.

The UNITARIAN CHURCH, built in 1772, was reconstructed 80 years later and, I think, unfortunately. It is open from 9 to 5 daily. ST. JOHN'S LUTHERAN CHURCH, built in 1815, also has been changed so often that almost all architectural style has been lost, and yet somehow, to me at least, not at all unfortunately. However, there can be no doubts concerning the glories of the steeple and the wrought-iron gates of the portico, and of the fence and gate of the churchyard. They are superb.

On leaving the two churches continue south on Archdale Street (left as you leave the building) and then turn east (left again) onto Queen Street, and south (right) onto King Street. Here, after passing the QUAKER CHURCHYARD dating from 1694, you come to the OLDEST DRUGSTORE. This is the oldest drugstore business in America, according to the sign on the front, although it no longer occupies its original

building at 111 King Street, which building, by the way, was probably built before 1825.

A right turn onto Broad Street will take you past the private IZARD HOUSE and the JOHN RUTLEDGE HOUSE, built about 1750 and 1760, respectively (note the wrought iron of the Rutledge house), and to the ROMAN CATHOLIC CATHEDRAL OF ST. JOHN, built in 1888 and, from the point of view of the sightseer, to be entered only for the windows.

From the cathedral, Legare Street will take you back to the Battery past some of the finest wrought iron in the city. The SWORD GATES at No. 32, the SASS IRON GATES at No. 23, and the WOOD AND IRON GATES at No. 14 are all of craftsmanship raised to an inconceivable perfection. So are the iron of the balustrades and balconies of the WILLIAM GIBBES HOUSE and the H. A. MIDDLETON HOUSE, at 64 and 68 South Battery, respectively.

By this time you ought to be tired, so pick out a bench under a palm on the waterfront and sit down for a rest before attempting the sights of Meeting Street and Church Streets, which are a job in themselves. Before you tackle those streets there are many more old houses that I could catalogue, but they are all private, and I feel that I have mentioned already the principal ones within easy reach. However, one in this neighborhood which you can visit, and which has the distinction of being about the best example of a Georgian residence in town, is the MILES BREWTON HOUSE, often called the PRINGLE HOUSE, at 27 King Street. It is open on Wednesdays from 10 to 1 and 3 to 5. Admission is $1, and it is well worth it. The furnishings, especially the chandeliers, would be a great sight anywhere. Even if the house is not open when you happen to be in Charleston, you will find it worth visiting for the exterior, again with notable wrought-iron embellishments.

Within a few blocks on Meeting and Church Streets so many things are grouped that they are almost a chapter in themselves. We have already mentioned the Colonel William Washington House and the Josiah Smith House at the junction of Meeting Street and the South Battery (see page 130), so can continue at once up Meeting Street away from the waterfront.

First of the notable old houses of Meeting Street is the JOHN EDWARDS HOUSE, built in 1770. Then, a little further on, facing each other at Nos. 34 and 35, are the HUGER HOUSE and the WILLIAM BULL HOUSE.

All three are private. So is the NATHANIEL RUSSELL HOUSE at No. 51. This is the youngest of the group, having been built in 1811, but is one of the finest, especially on account of its wrought-iron balcony.

The SCOTCH PRESBYTERIAN CHURCH next door was built in 1814. The church is open daily from 10 to 5, and should be entered to see the auditorium. The GOVERNOR BRANFORD HOUSE or HORRY HOUSE is private. It was built some time about 1760 and is one of the most perfect of Charleston's examples of the architecture of that particular period.

No one seems to know the exact age of the building at the corner of Meeting and Broad Streets. But it seems to antedate the Revolution and to have been remodeled shortly after the Revolution. It is now the property of the Hebrew Orphan Society, which purchased the building in 1802, about the time the COUNTY COURTHOUSE across the street was being built.

The CITY HALL in Washington Square, or City Hall Park, on the corner of Meeting and Broad Streets was built for a bank just after the beginning of the 19th century and was acquired by the city in 1818. The picture gallery has a fine collection of early portraits, including an unflattering but probably truthful one of Washington by John Trumbull. The artist dared show him minus his false teeth and wig. But probably Washington did not mind much, for he need not have sat for the portrait!

Behind the City Hall, still in Washington Square, is the first FIREPROOF BUILDING to be erected in the United States. It was put up in 1826 after designs by the great Robert Mills.

One of the most important things in Charleston, at least from Charleston's point of view, is HIBERNIAN HALL, for this is where the St. Cecilia Society Balls are held. Inclusion in the invitation list spells success to the Charleston debutante; exclusion means social damnation as far as the "inner circle" of Charleston society is concerned. The building is open daily on weekdays from 10 to 7:30 in summer and from 10 to 5 in winter. On Sundays in summer and in winter the hours differ slightly, time out for dinner being taken from 2 to 5 in the afternoon, when the building is closed. It is one of the finest pure Greek-type structures in the South, and the interior should certainly be visited, although lack of space prohibits further details here.

Coming back to Washington Square you should pause to admire ST. MICHAEL'S EPISCOPAL CHURCH. Built in the 1750's and modeled after

St. Martin's-in-the-Fields of London, it is perhaps the finest church edifice in the city. The exterior, with its graceful 182-foot tower, is impressive, and to me the interior is even more so. The clock was installed in 1764 and has been at work ever since except for occasional pauses for cleaning. The wrought-iron gates leading to the graveyard are exceptional even for Charleston. The church is open daily from 9 to 5.

Turning to the right on Broad Street after leaving the church, a short walk takes you to the HEYWARD-WASHINGTON HOUSE, so called because the owner, Thomas Heyward, Jr., who had signed the Declaration of Independence, lent it to President Washington when the latter visited Charleston in 1791. The house is now a prized possession of the Charleston Museum (see page 137) and is itself almost a complete museum of the early Federal period. It is open daily on weekdays from 10 to 2 except during March and April, when the time is extended from 9 to 6. The admission is 50 cents.

Now go down Church Street to St. Michael's Alley, and walk through the alley back to Meeting Street. It is a charming little passage that will take you past the PETIGRU LAW OFFICE. You will, I hope, have already seen Petigru's noble epitaph in St. Michael's graveyard. The COLONEL CHARLES BREWTON house on Church Street, just as you enter the Alley, is one of the best-proportioned in the city, and it must be old, as he gave it to his daughter in 1733.

The ROBERT BREWTON HOUSE at 71 Church Street must be as old or older, for we know it was built before 1733. However, instead of passing down Church Street to see it, I would go through the Alley, as suggested above, and then come back to Church Street through Tradd Street.

As you passed up Meeting Street earlier in your walk you will have seen almost directly opposite the Horry House (see page 134) a noble building in Greek Revival style. This is the SOUTH CAROLINA SOCIETY HALL erected in 1804 from designs by Gabriel Manigault, one of the amazing "gentlemen architects" of the period who, without professional training, still seemed able to design buildings of singular purity. The portico, which fixes the general style, was not the work of Manigault, however, but was added in 1825 from designs by Frederick Wesner. The building is open from 10 to 7:30 in summer and 10 to 5 in winter on weekdays. It is closed on Sundays from 2 to 5.

Now going back to Church Street by way of Tradd Street, and turning right on Church Street again, pause a moment to admire the JACOB MOTTE HOUSE at No. 69, and pause longer than a moment to see and enter the small but dignified FIRST BAPTIST CHURCH designed in 1820 by Robert Mills. Having done that, go back to the Battery and rest in the breeze. You will need it.

The walk I have just described is far too long for the average visitor. It is the one that I would take, and the way that I would take it if I had the time. If not, I would decide what I could best eliminate, or better yet apply to the Chamber of Commerce or my hotel for a guide. Several ladies of Charleston are on call to furnish guide service, the rates being $2 per hour. (Naturally this rate is subject to change.) Transportation is of course extra. They do remarkable work, but please remember that they *are* ladies, and don't commit the horrible social error of trying to add a further gratuity to the regular fee.

Now for another group of sights, a bit too far away to be included in either of the walks I have described. The MARKET HALL on Meeting Street at Market Street is now a most interesting CONFEDERATE MUSEUM. It was damaged in the storm of 1938, as was the city market behind it. Then at 198 Meeting Street is the old CHARLESTON HOTEL built in 1839. This huge old building shared honors with the Planters Hotel (see page 131).

Around the corner, on Hasell Street, are the ST. MARY'S CATHOLIC CHURCH, a brick building erected in 1838, and the BETH ELOHIM SYNAGOGUE built in 1840, one of the city's best examples of Greek Revival architecture in the city. And at 240 King Street, just around the corner again but this time from Hasell Street, is the ARMORY AND MUSEUM of the Washington Light Infantry. The company was organized in 1807 and has taken part in every war since.

The COLLEGE OF CHARLESTON is the oldest municipal college in the United States. It was founded in 1770, opened in 1790, and taken over by the city in 1837. It has occupied the same site on Glebe Street since its opening, and the buildings are a heterogeneous collection of most of the styles of American architecture that have been popular since. Best beloved of architects is the GATE LODGE erected in 1850.

I would visit the College of Charleston if I had plenty of time, but not if it made me miss a visit to the Citadel, Charleston's famous mili-

tary school. It is interesting in itself, and you will pass many other sights along Meeting Street on the way.

One of them is MARION SQUARE between Meeting and King Streets, sometimes called Citadel Square because the line of buildings along the north side were erected in 1822 as an arsenal and housed for some time the military academy. Here in the square, besides other monuments, is a section of the wall marking the boundary of Charles Town in 1680.

We have spoken of the architect Gabriel Manigault, and at 350 Meeting Street is the JOSEPH MANIGAULT HOUSE, now the property of the Charleston Museum, open weekdays from 10 to 5 during the tourist season, and on Mondays, Wednesdays, and Fridays between the same hours at other times. The admission is 25 cents. Although designed by MANIGAULT, I do not find it as interesting as the other house belonging to the museum which we have already visited (see page 135). Another of Manigault's buildings is the CHAPEL OF THE CHARLESTON ORPHAN HOUSE, erected in 1802 and unfortunately remodeled since.

The South Carolina MEDICAL COLLEGE is the oldest medical college in the South. PORTER MILITARY ACADEMY is a pretty picture on its campus. In HAMPTON PARK is a menagerie, a SUNKEN GARDEN, a ROSE WALK, and much natural beauty.

Adjoining Hampton Park, on the shores of the Ashley river, is the 200-acre campus of the CITADEL or, more properly, the Military College of South Carolina. It acquired its present site in 1919 and now has an enrollment of about 1,000 cadets. The present name was adopted in 1910, and this great honor school still upholds the best of traditions. The present buildings are of course new, but the customs of the school go back to its founding in 1842. Citadel cadets fired the first shot of the War Between the States on January 9, 1861, and the last shot fired by any organized confederate body east of the Mississippi on May 9, 1865. The first shot was fired at a Union vessel, the *Star of the West,* and a star made of oak from the same ship is annually presented the best-drilled cadet.

Now in the city itself, out of the myriad things left which I might catalogue for you, I shall mention only one more sight. That is the CHARLESTON MUSEUM, which I consider practically obligatory. It was founded in 1773 and is generally considered the oldest museum in the

United States, although it was not established on its present site until 1907.

The collections have been well arranged from the beginning, and a walk through the museum is a journey through the cultural development of the state. The museum authorities have wisely confined themselves to establishing a collection of objects belonging to the history of their state, and the very selectivity of the accumulation makes it almost unique. There is almost everything there, though, ranging from silverware and dugout canoes to complete rooms from old houses. It is an amazing place, and it should be a "must" on any sightseer's schedule. Admission is free, and the museum is open generally from 10 to 5 on weekdays and 3 to 5 on Sundays.

In the Outskirts

So far we have confined our sightseeing mostly to man-made things in the city itself, and by now you might begin to gather the impression that there was almost nothing to see about Charleston but old buildings. Nothing could be further from the truth, for many of the most beautiful plantations and gardens in America are within easy reach. But before going to them, let us see some more of the things which are near town, without being actually in it.

To be reached by boat is FORT SUMTER, now deserted. It was on a boat bringing supplies to the fort that the Citadel cadets fired in January 1861. It was with the Confederate bombardment of Fort Sumter that the War Between the States really began. During the entire war the fort was under frequent attack, the last having endured over a year. The fort was repaired after the war, but is now in disuse.

CASTLE PINCKNEY, at the harbor entrance, is a National Monument. It is no longer a fortification for the defense of the city, but instead is a depot for lighthouse service tenders.

Notwithstanding the historical interest of Fort Sumter, I think you will find FORT MOULTRIE more desirable to visit. It is reached from Mount Pleasant, a village on U. S. 17 north of Charleston. Visitors using that highway from the north can detour to Fort Moultrie before entering the city. The Fort Moultrie Reservation is about in the center of SULLIVAN'S ISLAND, a seashore resort of "before the war." Today a favorite resort is the ISLE OF PALMS just north of Sullivan's Island. The reservation is the headquarters of the local coast artillery

detachment and of the 8th Infantry. The fort is now a museum (open free). In front of the fort is the GRAVE OF OSCEOLA, the Seminole chieftain who was captured during the Seminole War in Florida in 1837 in spite of the fact that he was trusting to a flag of truce at the time. He died heartbroken in Fort Moultrie in 1838. He was more of a gentleman than his captor.

One of the loveliest things near Charleston is the far-famed MAGNOLIA CEMETERY, which might well have been named for the magnolias shading its walks and lawns but was in fact named after the old MAGNOLIA UMBRA plantation of which it once made a part.

U. S. 52 will take you to the CHARLESTON NAVY YARD, where Admiral Farragut's old flagship the *Hartford* is moored, to GOOSE CREEK and the GOOSE CREEK CHURCH, small but of great architectural perfection. It was built in about 1715.

Goose Creek Church is reached by a detour, and so is THE OAKS. This magnificent old plantation is open to the public daily between 9 and 6 during the months of March and April, the admission being $1. It is notable not so much for its house, although that is good, as it is for its LIVE OAK AVENUE, its SUNKEN GARDENS, its formal ROSE GARDEN, and the azaleas bordering its paths.

And if you have the time to drive 28 miles from Charleston (a matter of 30 to 45 minutes at normal southern driving speeds), you will come to CYPRESS GARDENS. The glory of a garden open for an admission fee can be shrewdly gauged by the amount of the fee charged, which at Cypress Gardens is $2. The gardens are open from late November to May 1, and are one of the few real water gardens in America. There are literally miles of paths through the gardens to tempt the stroller; or the unenergetic (like me) can be rolled along in a wheel chair, or paddled about the black waters in a little boat. The azaleas might well be considered the crowning glory of the gardens, but there are thousands upon thousands of other plants as well, and during the entire time when the gardens are open they are a sight that more than repays you for the rather high entrance charge.

To reach three more gardens of international fame, travel south for about 3½ miles on U. S. 17. Here a right turn onto South Carolina 61 will bring you to the gardens along the Ashley River, which are the best-known of all.

First you come to MAGNOLIA GARDENS which adjoin DRAYTON HALL.

This old plantation house about 12 miles from Charleston has been in the possession of the Drayton family ever since it was built in 1738. It was saved from damage by Federal troops because an ingenious Confederate officer filled it up with smallpox patients! The gardens, covering 25 acres, were developed in 1830 and have reached a point of perfection that has caused them to be seriously called the most beautiful gardens in the world. When I am away from them I always feel that that covers a lot of territory—but when I am in the gardens I firmly believe the statement. No one saved the house which once stood in the gardens, as in the case of Drayton Hall, and it was razed by Sherman's troops in 1865. The gardens have not only superb trees and lawns, but camellia japonicas, wisteria, and azaleas of almost startling size and height. Probably the most beautiful VIEW of the gardens is from the foot bridge which crosses the ornamental lake. The gardens are open to the public from New Year's to the first of May, and the admission fee is $2.

RUNNYMEDE PLANTATION, half a mile from Magnolia gardens, is open only in March and April, the entrance fee being $1. Covering several hundred acres along the shores of the Ashley River, they present a picture of another sort. Here the beauty is less formal, even though an avenue of trees bears names beginning with each letter of the alphabet, arranged in proper sequence.

The great rival of Magnolia Gardens is MIDDLETON PLACE, designed in 1740, and probably the first landscaped garden to be designed in America. It is said that 100 slaves worked ten years on the terraces that sweep from the river to the house, and on the planting of the grounds. Although the flowers are gorgeous, and although there are camellia japonicas from 20 to 30 feet high, the chief beauty of the garden is in its landscaping. It is a perfect complement to the heavy planting of Magnolia Gardens and the more naturalistic setting of Runnymede. To see all three will cost you $5, and you could never spend money better. Middleton Place is also famous for the MIDDLETON OAK, supposedly about 900 years old. The gardens are open from February to May. The admission fee is $2.

Somehow belonging among the gardens is SUMMERVILLE. Here the admission is free, for Summerville is a village and a well-known winter resort. But it has an amazingly garden-like quality, for flowers and trees are carefully preserved (there is a local ordinance forbidding

the destruction of any pine, even on private property!), and a focus is given to the whole picture by the AZALEA PARK AND BIRD SANCTUARY, where thousands of plants grow in the park and thousands of migratory birds stop over for a while every winter and spring.

What to Buy in Charleston

Someone once asked me, "Where can I find good antiques in Charleston?" The only possible answer was, "Find them? You can't avoid them." I should say they were the great buy of the town.

Then for local ARTS AND CRAFTS there are the various gift shops, such as that at the Pirate's House, and a walk through the market will reward you with interesting purchases and interesting sights.

Otherwise the stores are about what you find in any large American city.

What to Do in Charleston

Probably one of the best eating-places other than the dining rooms of the larger hotels is at the Villa Margherita. The food is famous for its perfection, but is not cheap. There are a few rooms as well, but at last accounts an introduction from a former guest was required of overnight visitors.

The Brewton Inn at 75 Church Street, in the old coach house of the Miles Brewton house, has been just as enthusiastically recommended as the Villa Margherita, and is another place that is not cheap. Less expensive is St. Michael's Inn at 101 Church Street, while Henry's at 54 Market Street has a tried and faithful clientele.

For GOLF you should apply to your hotel, which will have relations with one of the clubs. There is a Municipal Golf Club with a fee of $1 for 18 holes.

If there is a theatrical production at the DOCK STREET THEATRE while you are in Charleston, you should go, if only to see the theatre at its best. Naturally there are many movies.

There is SWIMMING at the Municipal Pool and salt-water bathing at Folly Beach, Sullivan's Island, and the Isle of Palms.

Among the annual events are the artists' street exhibit in the spring, the Azalea Festival some time around Easter, the date being movable, a regatta in early summer, a dog show in October, an Agricultural and

Industrial fair about November 1, and horse shows apparently whenever the spirit moves them.

From Charleston to the Georgia Line

The road is U. S. 17, and most of the principal sights on this route which are within 25 miles of Charleston have already been described under sights to see from that city. Once the group of gardens which are such a prominent feature of Charleston sightseeing have been passed, there is little to give you pause for many miles. EDISTO BEACH and EDISTO STATE PARK, reached by a 20-mile detour over South Carolina 174, are popular resorts with facilities for fishing and bathing.

Although WALTERBORO, through which U. S. 17 leads, is a pretty town, it offers nothing of particular interest to the tourist that he will not have seen as well or better elsewhere. (The Lafayette Grill has been recommended.) So I would desert U. S. 17 at Jacksonboro in favor of a short route to Beaufort by way of South Carolina 32.

South Carolina 32 is followed as far as GARDENS CORNER, a crossroads chiefly famous because the Dr. Garden who named the Gardenia lived near by; then the route turns left onto U. S. 21 and crosses a tomato-growing region, very busy with packers in late June and early July, to Beaufort and to Port Royal 4 miles away.

BEAUFORT is one of those places which is the despair of the writer of guidebooks, for it is difficult to make it assume in words its proper place for the sightseer. When it is possible to list a long catalogue of things to see, the mere weight of the pages necessary for such listing makes a town leap into prominence in any book—and here is a place with almost nothing to list but which simply *must not be missed.* For the sight of Beaufort is Beaufort itself, and this little town of about 3,000 inhabitants will give you a series of unforgettable pictures. This second oldest town in the state, founded in 1710, has been curiously unspoiled. Even though you may not visit the old houses set in gardens of old-fashioned flowers, a wander through the streets will more than repay you for the little extra driving necessary to reach it.

If you must have a few definite things to look at, you might try the following, although I still advise you to throw the list away, ramble, and have a good time with your camera. There is the NATIONAL CEMETERY with the graves of 12,000 Union and a few Confederate soldiers, the BELLAMY INN, the BEAUFORT ARSENAL built in 1795 and re-

built in 1852 (it is curiously "Spanish" looking), and the GOLD EAGLE TAVERN built in 1795 of "tabby" (see page 162) and since enlarged with some modern additions.

The OLDEST HOUSE in Beaufort is supposed to have stood since the early days of the 18th century. Note the openings left in the foundation for the rifles of defenders against Indian raids, and then see the ST. HELENA EPISCOPAL CHURCH built in 1724. (The frame tower is a "temporary" structure put up when the old steeple became so rickety that it had to be demolished in 1866. It is soon to be replaced.) The interior of the church is happily unspoiled, and the church still possesses a communion service given in memory of the wife of Captain John Bull, who was carried off in an Indian raid in 1715.

The BAPTIST CHURCH built in 1844 is to me less interesting than St. Helena Episcopal Church, but is worth noting just the same, and so are the SEA ISLAND HOTEL, built in 1820, and the startlingly modern BEAUFORT COUNTY COURTHOUSE completed in 1936, a really fine building but a somewhat discordant note in this particular setting.

PORT ROYAL some 4 miles from Beaufort is interesting during the shrimp-fishing season, from July until November. The height of the season is in August. Several years ago there was a flourishing nudist colony near Port Royal, but amateur competition has put it out of business. The harbor, discovered by Jean Ribault in 1562, is the best natural deep-water haven south of Chesapeake Bay.

ST. HELENA ISLAND, where the name is a corruption of the old Spanish Punta de Santa Elena, is of interest today chiefly on account of its historical associations. This whole region was explored by the Spanish in 1525 and was not really colonized by the British, who later took over control, until the Indian power was subdued in 1715. The islanders are said to have protested vigorously to the British when they thought, through error, that their St. Helena was the island destined to become the prison of Napoleon.

On your way back to the main road from Beaufort (or on your way into Beaufort, for that matter), you will pass a side road leading to the RETREAT, a small but very old house (the exact date of construction seems to have been lost, but it was surely before the Revolution) which has been recently restored, and to the important post of the U. S. Marines on PARRIS ISLAND. The post displays the exquisite neatness of all American Naval and Military establishments, and while of great

importance is otherwise unspectacular. Near by is the CHARLESFORT MONUMENT, supposedly marking the site of either the fort built by Ribault or a later one erected by the Spaniards in 1577.

You take the same road that brought you to Beaufort as far back as Gardens Corner, but then continue on U. S. 21 as far as POCOTALIGO, where you rejoin U. S. 17. On your way you will find the ruins of SHELDON CHURCH, where service is still held once a year on the second Sunday after Easter, unexpectedly worth while. The church, originally built in 1745, has been twice ruined, once by the British during the Revolution and again by Sherman's troops during the War Between the States.

Then, once more southward on U. S. 17, there is little to describe until you reach the Savannah River Wild Life Refuge and enter the State of Georgia.

THERE ARE MANY COMMEMORATIVE MONUMENTS IN SOUTH CAROLINA, LIKE THOSE AT COWPENS BATTLEFIELD SITE AND AT KINGS MOUNTAIN MILITARY PARK

THE GARDENS NEAR CHARLESTON
ARE WORLD-FAMOUS

South Carolina — 17

ACROSS THE STATE ON U. S. 1.

IT CANNOT BE TRUTHFULLY SAID THAT U. S. 1 IS EITHER VERY INTERESTING or very attractive. It passes through an agricultural region of cotton, vineyards, and orchards (the peach trees are a delight in the spring) with occasional long stretches of nothing in particular between them. The cities of Camden, Columbia, and Aiken offer a few sights to the tourist, but most of the 170 miles are merely to be driven as fast as the trucks which so often crowd this road will permit.

CHERAW, about 10 miles south of the North Carolina line, is a town of some 4,000 inhabitants settled in the mid-18th-century by people of Welsh stock who moved down from Pennsylvania. As Colonel Lynch once camped here, it disputes with North Carolina the doubtful honor of being the place where the phrase "lynch law" originated (see page 94). Otherwise, unless you wish to glance at ST. DAVID'S EPISCOPAL CHURCH, built 1770, or at the OLD MARKET HALL, now the city court, there is little to keep you here long.

A few miles further south you pass CHERAW STATE PARK, a pleasant spot, and MC BEE, a town that has grown up since fruit growing was started here at the beginning of the present century.

Camden

CAMDEN is that rare thing, a town with manufactures which is still a winter resort of real fame. The town was burned by Sherman in 1865, so most of the houses and buildings are post-war, and Camden's development as a resort is almost entirely a matter of the last 60 years. Few towns have a more faithful clientele prone to cease being visitors and become residents.

The feature of Camden life is riding, and the horse is king. There are fox and drag hunts three times a week from January through March, polo games every Sunday, and horsey conversation all the

time. As a resort it is a rather special place for somewhat special people.

The great sight of Camden is a whole neighborhood, KIRKWOOD, where most of the finer residences are located, although there are some splendid old homes reminiscent of the past on Main Street itself. You can hardly fail to see these, and a drive through the Kirkwood district as well will well repay you.

Otherwise the sights are few. Most of the older houses are in private hands and are consequently closed, with the exception of IVY LODGE, built some time about 1780. It is on Broad Street, and is well worth seeing.

Some of the hotels have been built around old houses which were incorporated in their design but have been so much altered that I hardly advise you to make a point of seeing them.

Camden is fortunate in having two buildings designed by the great Robert Mills, the BETHESDA PRESBYTERIAN CHURCH and the OLD COURTHOUSE, now a Masonic Hall. They were both built in the 1820's, and both should be seen by even the casual visitor.

The cornerstone of the DE KALB MONUMENT was laid by Lafayette in 1825; the OLD POWDER MAGAZINE probably dates from 1750 or 1760; the QUAKER CEMETERY founded in 1759 is exquisitely landscaped. On MAGAZINE HILL near the Fair Grounds are a few remnants of a British Revolutionary redoubt. Once you have covered these points, you can consider that you have done your duty as a conscientious sightseer and can then proceed to enjoy the town. There are several battlefields in the immediate neighborhood, but you will have to be a veritable battlefield addict to get much interest out of them, even though the great DeKalb was killed at the SITE OF THE BATTLE OF CAMDEN, and local legend has it that he rose one night, walked the 7 miles into Camden, and re-buried himself under his monument there.

If you are near Camden on Washington's Birthday or on the last Saturday in March, don't miss the races at Springfield Track. They are a great sight whether or not you have any particular interest in which horse happens to win.

Columbia

It is only a short drive of a little over thirty miles from Camden to Columbia, and until you reach the SESQUI-CENTENNIAL STATE PARK some

10 miles north of Columbia the countryside is of the dejected kind. But the last few miles into Columbia, which celebrated its 150th birthday in 1936 (hence the name of the park) are prettier.

The STATE HOUSE at Columbia is one of the best-looking capitals in America, notwithstanding the singularly offensive dome, which by the way was not part of the original plan. Begun in 1851, it is not yet entirely completed. The building was still under construction at the time of the War Between the States. Bronze stars in the walls mark the spots where Sherman's shells struck it. But he spared the building, except for minor damage caused by heat from the burning of the old State House which stood near by, on account of his admiration for it as a work of art. John R. Niernsee was the architect in charge of the work from 1854 until his death in 1855, and it was only when he could no longer protect the building that the plans began to be changed and things like the dome began to happen to it. But fortunately not too many changes were made, and the State House remains a noble building.

Certainly I would not content myself with a mere glance at the exterior but would enter the building, if only to see the CONFEDERATE RELIC ROOM, open from 9 to 12 and 3 to 5 on weekdays. There are many commemorative monuments and statues both in the building and scattered about the surrounding ground.

If you drive to the State House, ask any traffic officer where you may park for an hour or so. You will find many interesting things near by. The OLD SLAVE MARKET, now a private house at the corner of Senate and Assembly Streets, is just to the east of the State House, and so is the CURB MARKET, a series of sheds along Assembly street, and one of the most interesting places in town, both as a sight and as a place to buy distinctive souvenirs, although you may have to hunt a bit through the masses of produce and flowers on display to find them.

TRINITY EPISCOPAL CHURCH, just east of the State House, is almost exactly 100 years old, and although additions have been made since 1840, when the central portion was erected, they have been desirable amendments to the original plan. The stained-glass windows are particularly good.

The exquisite group of buildings that form the setting for the activities of the UNIVERSITY OF SOUTH CAROLINA are only a block away from the State House grounds, to the southeast. The buildings

around the QUADRANGLE were constructed between 1805 and 1838, the oldest buildings of all being the joint work of the great Robert Mills and his collaborator Edward Clark. Fortunately their influence carried through.

There are many buildings you will want to visit, both old and new. You will naturally want to see RUTLEDGE COLLEGE and DE SAUSSURE COLLEGE, the two old buildings referred to above, and the almost equally charming HARPER and LEGARE COLLEGES built in 1848. (The University was organized on the English model of separate colleges.)

The OLD LIBRARY now houses a MUSEUM with an invaluable collection of things pertaining to the history and development of the state. Perhaps the most interesting relic, aside from many priceless books, is the CHAIR OF STATE, if it can be so called, used by the Governors of Colonial Carolina from 1670 to 1719.

On the modern side you cannot help enjoying a visit to the WORLD WAR MEMORIAL, the NEW LIBRARY, and the MELTON OBSERVATORY. There is a well-equipped GYMNASIUM, the original building having been intended for a chapel when it was built in the middle of the 19th century. The enclosed SWIMMING POOL is in a completely new structure.

Most of the old houses in Columbia are in private hands and may not be visited unless you are fortunate enough to be a friend of the owners. As you cannot help seeing the exteriors as you pass to other points in town, and as your own eyes will give you the best description of them, I shall not mention them here unless they are of extra importance, or convenient to other points on your sightseeing tour.

One of them is on your way. Marion Street leads north from the University campus, and at 1400 you will pass the KINARD HOUSE. The date of construction is not known, but the front door still bears the scars made by the heels of Sherman's soldiers when they tried to kick it in over 75 years ago.

There are two churches of importance. Both were erected in the 1850's and both show the influence of Robert Mills. One is the FIRST PRESBYTERIAN CHURCH on Marion Street; the other is the FIRST BAPTIST CHURCH, 2 blocks north on Marion Street and then left around the corner on Hampton Street. It was in the latter church that the convention which drew up the Articles of Secession held its meetings.

The GOVERNOR'S MANSION is quite a bit to the west on Richland Street behind SEABOARD PARK. You may not enter, but if time permits, a

glance at the exterior and a short visit to the park nearby are certainly in order. Also rather far from the center of things, this time to the east instead of the west, are two noted institutions for the higher education of Negroes: BENEDICT COLLEGE and ALLEN UNIVERSITY. More spectacular for the sightseer is the OLD COLUMBIA THEOLOGICAL SEMINARY on Blanding Street, with a central building designed by Robert Mills, and OLD CHICORA COLLEGE, also on Blanding Street, open to the public, housed in a building erected in 1818 and attributed to Robert Mills. Certainly it is beautiful enough to have been his work. The GARDENS have been much neglected but are still lovely for all that. There is another building certainly by Robert Mills, located at the NORTH CAROLINA STATE HOSPITAL.

In the immediate vicinity are several things to see. Only about 3 miles away are the LUTHERAN SEMINARY and COLUMBIA COLLEGE, the latter operated by the Methodists.

The unregenerate will perhaps be more interested in the BUXTON BROTHER'S STABLES, where visitors are permitted except in those portions of the grounds which are fenced off, and where some of the world's greatest race horses, including Seabiscuit, were trained. Most of the activity of the stables begins at sunrise and is over at 10 in the morning. The stables are on land leased from the STATE FAIR GROUNDS.

FORT JACKSON, the Camp Jackson of First World War days, is only five miles from Columbia. Enormously developed since it was made a permanent training post in 1940, it is now a city in itself. It is designed to accommodate 40,000.

But by far the most interesting thing in the vicinity of Columbia is LAKE MURRAY, 14 miles away to the west over U. S. 76. This lake, with 500 miles of shore line, although it has an area of only 84 square miles, was formed by the DREHER SHOALS DAM (also called the SALUDA DAM), which in 1930 began its task of backing up the waters of the SALUDA RIVER. Although the lake is so young, nature's own tourists, the seagulls, have already discovered it and made themselves quite at home on its waters.

The dam is a huge earthen structure that looks more like a natural hill. It is a quarter of a mile wide at the bottom, nearly 2 miles long, and 208 feet above the valley at its highest point. There are charming VIEWS from the highway across the dam, and visits to the HYDROELECTRIC PLANT at the base are encouraged by free guide service. The

lake forms a noted beauty spot and at the same time offers splendid fishing, and is rapidly developing as a resort.

Aiken

For the 60 miles, more or less, separating Columbia and Aiken, U. S. 1 continues along the sand hills through a region partly barren, partly industrial, and partly agricultural. I cannot think of a thing to note along the way, unless you would be interested to learn that in the twin towns of LEESVILLE and BATESBURG, among other industries, a couple of factories are engaged in the cheery work of making coffins!

Aiken is even more fashionable than Camden. There practically isn't a conventional sight in town. Old houses or relics of the past are few; those that remain are almost entirely in private hands. Every winter and spring the town gives itself up to a horde of visitors whose chief interests are in horses first, golf second, and bridge to fill up the gaps. There are 17 polo fields (practice fields included), a fine 18-hole golf course (the Highland Park at the Highland Park Hotel—greens fees $1.10 for an afternoon, $2.20 all day), and steeplechases, flat racing, fox and drag hunts, and golf tournaments. Naturally these activities are largely confined to the winter and spring when the visitors descend from the north, and the small specialty shops open to offer special goods at very special prices.

In fact it is one of those resorts delightful to visit and deadly to describe. I cannot recommend a single sight except the town itself, and the GARDENS surrounding the houses of the winter residents. These gardens can in some cases be visited in the spring, the dates and the ones which are open varying from year to year.

Aiken is one of the most delightful resorts in America. It seems a shame to dismiss it so cavalierly, but that is all I can possibly find to say about it.

Aiken is only about 15 miles north of the Savannah River, which forms the boundary between South Carolina and Georgia and is crossed by the JEFFERSON DAVIS BRIDGE about a mile from Augusta (see page 165).

South Carolina— 18

A FEW SHORT CONNECTING STRETCHES OF ROAD

ALTHOUGH THERE IS PRETTY SCENERY IN WESTERN SOUTH CAROLINA, IT does not compare in beauty with that of southwestern North Carolina or northeast Georgia. Consequently, most lovers of natural beauty are quite logically more inclined to pass direct from North Carolina into Georgia through the higher and more spectacular mountains further to the west.

This will be particularly true of the traveler bound from Asheville, the scenic center of North Carolina, to the sightseeing center of Georgia, Atlanta. However, for the one who wishes to see a bit of western South Carolina, or to proceed into Georgia by way of Athens, the following route will probably be as satisfactory as any.

Asheville, N. C., to Athens, Ga.

The most direct route would be from Ashville through Hendersonville to Greenville, S. C., direct by U. S. 25; but, as this leads through an industrial region, and as the scenery farther west is better, I would rather go on U. S. 25 to Hendersonville and thence on U. S. 64 to the junction with U. S. 178 at ROSMAN, N. C.

A left turn on U. S. 178 will bring you to the state line and into the shadow of SASSAFRAS MOUNTAIN, almost on the state line. Its altitude of 3,548 feet makes it the highest point in South Carolina. A path leads to the lookout tower on the summit (VIEW) from ROCKY BOTTOM CAMP, which belongs to the rural boys' and girls' clubs, at the foot.

Another scenic feature of this route is TABLE ROCK STATE PARK, with good mountain-lake bathing and fishing and excellent views of the surrounding mountains.

From PICKENS you either continue on U. S. 178 direct to Anderson or fork left onto South Carolina 8 to GREENVILLE. This town is really

worth visiting to see how beautiful a manufacturing city can be when the citizens make up their minds that ugliness is unnecessary.

Although this is the third-largest city in the state, it is almost without sights. You will enjoy seeing for a moment the grounds of FURMAN UNIVERSITY and especially the ARBORETUM adjoining it, and will find it worth while to pause a moment at the GREENVILLE WOMAN'S COLLEGE as well. Otherwise, the thing to see in Greenville is Greenville, and while this very short description sounds unenthusiastic merely because it is so short, I am sure that if you elect to make the short detour necessary to come here, you will thank me for asking you to make the trip.

If you have come to Greenville direct by U. S. 25, you will pass the HILL BILLY SHOP three miles south of the state line. It has been most enthusiastically recommended as a place where to buy local handicrafts. GLASSY MOUNTAIN, with its sheer rock face rising 1,000 feet, is a natural landmark, and the 1,500-acre PARIS MOUNTAIN STATE PARK is a noted local beauty spot.

Anderson

There is little to describe either between Pickens (see page 151) and Anderson or between Greenville (see above) and Anderson. Nor is there much to say about Anderson itself, as it is an industrial city, and the few local sights do not compare with things that you will see elsewhere. There are a few old houses, all in private hands, an old Revolutionary cannon in front of the courthouse, and a large bamboo grove in the beautifully landscaped SILVERBROOK CEMETERY. And, as far as the town is concerned, that is about all.

But there are splendid things to see in the neighborhood. Clemson College is only 18 miles away, a short drive in the south, and a drive to a point that must not be missed. (Those coming from Pickens to Anderson can reach Clemson College before they go to Anderson by turning right onto South Carolina 13 at LIBERTY.)

CLEMSON AGRICULTURAL COLLEGE has had an extraordinary influence on the life of the state, and oddly enough is at its best from the sociologist's point of view when the main student body, of some 2,000 cadets, have gone home for the summer! For that is when the school is reopened for Opportunity Classes for old and young from farms all over the state.

There is much to see on the campus. There are the modern build-

ings of the college, the OLD MASTERS hanging in the LIBRARY (it is only fair to tell you that the authenticity of some of them has been disputed), and also FORT HILL, built in 1803, once the home of John C. Calhoun, one of the finest old mansions in the state. It is being refurnished with fittings of Calhoun's time and so far as possible with things which were once actually in his possession.

U. S. 29 then takes you 14 miles to the state line, and a total of 61 miles from Anderson to Athens, Ga. (see page 180).

From Greenville to Charleston via Columbia

There is little to describe between Greenville and LAURENS, reached by U. S. 276, and not much more to say about Laurens itself except that Andrew Johnson once worked here as a tailor.

From Laurens to Columbia the distance is 74 miles, and the route is U. S. 76 throughout. NEWBERRY has a COURTHOUSE with an elaborate bas-relief on a side portico, one of the figures being a gamecock with a gold dollar mounted in one eye. LITTLE MOUNTAIN is named for a hill near by which is the only one for miles around. BALLENTINE, on the shores of Lake Murray (see page 149), is a center of the "Dutch Fork Region," settled by the Dutch and with characteristic windmills remaining. And that is just about all as far as Columbia (see page 146).

From Columbia your road is U. S. 21 as far as ORANGEBURG, where a county fair of great importance is held in the fall and where the EDISTO GARDENS are ablaze with azaleas in the spring. The FEDERAL FISH HATCHERY, open from 8 to 5 on weekdays and 1 to 5 on Sundays, is interesting the year round.

Then again there is little to describe. Your road is U. S. 178 until you pass HARLEYVILLE, when it merges with U. S. 78 and follows that road through Summerville (see page 140) to Charleston.

A Few Statistics of South Carolina

Area: 30,989 square miles. *Population (1940):* 1,905,815. *Capital:* Columbia, population 60,505. *Boundaries:* North Carolina on the north, the Atlantic Ocean on the east, Georgia on the south and west. *Government:* General Assembly consisting of a Senate of 46 members and a House of Representatives of 124 members, meeting annually. *Climate:* Cool to warm, varying at Charleston from a winter mean of 50 degrees to a summer mean of 81. *Nickname:* The Palmetto State. *Rainfall:* About 45.2 inches annually. *Largest city:* Charleston, population 70,869. *Rank among the states in area:* 39th. *Rank among the states in population:* 26th. *Density of population per square mile:* 61. *Cities over 10,000 in population:* 10.

A Little History of South Carolina

1525 Pedro de Quexos discovers St. Helena Island.

1526 A settlement is made by the Spaniards, but it doesn't last long. Probably the location was Winyah Bay.

1562 Jean Ribaut visits the coast. He makes an unsuccessful attempt at settlement.

1566 The Spaniards have better success, and the settlement they found at St. Elena endures for a score of years.

1663 Until now the territory has been part of Virginia, as the English colonies were generally known. In this year Charles II grants the territory between the 29th parallel and 36°30′ to eight Lords Proprietors. The territory is named Carolina. For many years the history of South and North Carolina are the same.

1680 The settlement of Charles Town, founded two years before, 10 miles from the mouth of the Ashley River, is moved to its present location.

1700 The colony is a rapidly growing affair, and the population is estimated at more than 5,000.

1715 As a result of the Yamasee War against the Indians, the colony is finally made safe for white settlement.

1730 After 11 years of disturbances and arguments, the crown purchases the rights of the Lords Proprietors, makes Carolina a royal province, and appoints the first royal governor.

1735 The first attempt is made to establish a boundary between North and South Carolina.

1740 A disastrous fire ravages Charles Town.

1744 The commercial cultivation of indigo is begun.

1776 An independent government is set up. A new state constitution is formulated.

1778 The second state constitution is agreed upon.

1782 The British, having seized Charles Town in 1780, now evacuate it.

1783 Charles Town becomes Charleston.

1786 The legislature decides to move the capital from Charleston to a more central point, and Columbia is consequently founded.

1790 The state adopts a third constitution.

1800 South Carolina has now a population of 345,591, of which nearly half is Negro.

1847 A South Carolina regiment takes a prominent part in the Mexican War.

1852 After years of discussion pro and con, a state convention affirms South Carolina's right to secede from the Union at will.

1861 The Cadets from the Citadel fire on the Union vessel, *Star of the West*. Fort Sumter at Charleston is besieged and yields, and the War Between the States begins.

1865 Sherman marches across the state, burning Columbia, among other towns. The Civil War ends. A new constitution is adopted.

1868 The state is readmitted to the Union.

1886 The "Charleston Earthquake" kills 92 people.

1895 South Carolina tries still another constitution. This one seems fairly permanent, having lasted to the present day.

1900 The population has increased to 1,340,316.

1930 The census of this year shows whites predominating in the state. It is the first time that this has happened since 1810.

1938 The Charleston tornado does over $2,000,000 damage.

1940 Another hurricane does over $5,000,000 damage in the state. The population is now 1,905,815.

Georgia— 19

THE ROAD ALONG THE COAST

Two great routes cross Georgia from north to south. One of them is crowded U. S. 1, running almost due south from Augusta to the Florida line, and the other is U. S. 17, crossing that short stretch of Georgia along the coast, only a little over half as long (in Georgia) as its inland rival, but to me vastly more interesting.

This interest begins at the very state line between Georgia and South Carolina, where U. S. 17 crosses the savannah river by bridges and causeways over the islands which form part of the savannah river wildlife refuge. Although the larger section of this great 12,900-acre tract lies in South Carolina, its proximity to the city of Savannah makes the refuge more properly a sight belonging to Georgia than to her sister state to the north. Here the wild duck rest in safety during the winter before flying back to their northern summer homes, and here, on one of the islands, facing an abandoned rice mill said to have been built in 1830, is a u. s biological station devoted to the study of migratory birds.

Savannah

The beauty of present-day Savannah is due in no small measure to the wisdom of its original designers, who saved the city from monotony when they interrupted the rigid march of streets and cross streets in rectangular design by little squares dotted at regular intervals. True, these squares are said to have been introduced not for aesthetic purposes but as defense points in case of Spanish or Indian invasion, but whatever the reason for their being, the result is one of singular charm for the visitor. The great trees and bright flowers soften the whole outline of the city.

The heart of Savannah is bull street, a sight itself. This great avenue leads south by a little west from the City Hall on the banks

of the Savannah River to Forsyth Park, passing 5 of the squares mentioned above on its way. Since some of the most interesting things in Savannah are grouped near and along that street, it is with Bull Street that I would begin my sightseeing.

It is easy to reach. U. S. 17 will bring you into Bay Street, where you will pass two of the most interesting things in the city before you reach Bull Street at all. The first is the OLD COBBLESTONE ROAD sloping down to the river front between hundred-year-old buildings with those wrought-iron railings so typical of old southern cities, and the second is the SITE OF OGLETHORPE'S FIRST CAMP, now a small park on Yamacraw Bluff overlooking the river, the spot where the history of Georgia may quite properly be said to have begun.

You will know you are at Bull Street when you see this little park and the fine neo-classic CITY HALL, easily distinguished by its green glass dome and by the tablet on the façade commemorating the first crossing of the Atlantic Ocean by a steamship. On May 22, 1819, the *City of Savannah* sailed from the port for Liverpool and thence to St. Petersburg. She was just a bit before her time, and when she returned and the owners checked up her accounts it was found that she did not pay, so she was stripped of her engines and made into a sailing packet. She had a short career, for she was lost off Long Island in 1822, but she made history. A MODEL OF THE "CITY OF SAVANNAH" is on display in the City Hall, and any of the guards will gladly tell you how to find it.

Across Bay Street from the City Hall, on the corner of Bull and Bay Streets, is the UNITED STATES CUSTOM HOUSE erected in 1850 and notable chiefly for the columns of the portico, with tobacco leaves carved as decorations on the capitals.

Turn right onto Bull Street at the City Hall, passing the custom house on your left, and in a block you come to the first of the 5 squares mentioned above. JOHNSON SQUARE has long been a focal point of Savannah's life, and the SUNDIAL, placed in the square in 1933, is said to replace the original one used by the first colonists. The cornerstone of the NATHANIEL GREEN MONUMENT which rises over his grave in the square was laid in 1825 by Lafayette. The vine-covered CHRIST CHURCH to the east of the square was built in 1838, although it had to be restored after a fire in 1897. The interior is of delicate beauty.

WRIGHT SQUARE, a few blocks further on, is another of the defense

points plotted in early days. You will cross Savannah's busiest shopping street to reach it (Broughton Street). The monument in the center of the square was erected to honor a William W. Gordon, a citizen of real distinction. It was acclaimed as a model of beauty when it was erected according to the taste of another day, but I must regretfully but truthfully say that now its pink marble columns, and its urn and cherubs supporting a globe make me think of the central decoration of a super-elaborate wedding cake.

The CHURCH OF THE ASCENSION, looking slightly as if the people who built it in 1843 had wanted to put up a gothic structure without quite succeeding, overlooks the square, and a block away, on the corner of Bull Street and broad Oglethorpe Avenue, stands the home of the Mr. Gordon to whom the monument in the square was erected. Built in 1829, it is one of the notable private residences of the city.

The INDEPENDENT PRESBYTERIAN CHURCH diagonally across the intersection of Bull Street and Oglethorpe Avenue is one of the distinguished buildings of the city. Built in 1890 to replace the older church which had been destroyed by fire, it is an almost exact replica of the one built in 1819. It is beautiful without and within, and should on no account be missed by the visitor. Neither should the OGLETHORPE MONUMENT in CHIPPEWA SQUARE, designed by Daniel Chester French.

The BARROW HOUSE, overlooking Chippewa Square, is in private hands and may not be visited, nor may the distinguished GREENMELDRUM HOUSE on Madison Square. However, on that same square is the fine old SORRELWEED HOUSE, which is now an antique shop and is consequently and fortunately open to the public. It should not be missed. St. John's Episcopal Church, built in 1852, faces the same square.

On MONTEREY SQUARE is to me one of the loveliest of them all, not at all on account of the PULASKI MONUMENT in it but because of the harmonious and beautiful old houses around it.

FORSYTH PARK was laid out in 1851 on a twenty-acre tract, the addition being of a later date. It is a noted beauty spot, gay with flowers, and marks the end of your sightseeing along Bull Street. On opposite corners of that street, facing the park, are the 100-year-old HENRY JACKSON HOUSE, in private hands and hence only to be enjoyed from without, and the ARMSTRONG JUNIOR COLLEGE. Supported by the city

since its organization in 1935, its AUDITORIUM was built by the municipality, but its two chief buildings, the MAIN BUILDING and the LANE BUILDING, once ranked as two of Savannah's finest homes.

While in this neighborhood it would be well to visit HODGSON HALL, housing the collections of the Georgian Historical Society.

Of course a walk or a ride along Bull Street does not begin to exhaust your sightseeing possibilities. In addition to many old houses which, being in private hands, you may not visit unless you happen to be a friend of the owner, there are a few which can be seen. To the west of Bull Street at Oglethorpe Avenue and West Broad Street is the WETTER HOUSE, built in 1821 and unquestionably one of the finest in the city. It has been an orphanage since 1875. Another fine one, at 121 Barnard Street, is the old house now in use as the TELFAIR ACADEMY OF ARTS AND SCIENCES. This is a *must* for all sightseers; the building alone would be a compulsory visit, even without the splendid collection which it houses. The collection is rendered even more notable by the care with which the objects have been selected and the manner in which the rooms have been kept in the spirit of another day instead of being allowed to become a mere jumble of old things. It is difficult to speak too highly of the importance of this museum.

Also on Barnard street, nearer the river, is the CITY MARKET. I find this one of the most interesting spots in town, for it is lively with the chatter of the market men and women displaying their wares, and it is bright with flowers—sold, by the way, at prices which to a northerner make them seem almost like gifts!

On the east side of Bull Street the old buildings of FACTOR'S ROW overlook the river. It is a most picturesque spot, and it is hard today to believe that it was once the business center of the city. The retaining walls along the bluffs are said to be made of stones used as ballast by the early trading ships.

I see no reason why you should go as far as the OLD HARBOR LIGHT, which has not been in use for a long time, nor to see the site of old FORT WAYNE, ruined by the municipal gas plant, when Fort Pulaski (see page 160) near by is so much more interesting. Nor am I going to list all the old houses east of Bull Street that are in private hands unless there is something that makes them particularly outstanding. I would rather direct you to one you can visit, the PINK HOUSE at

23 Abercorn Street, built in 1771 and now in use as a tearoom. (A good one, too.)

Among those in private hands which I must list are the RICHARDSON-OWENS HOUSE at the corner of East State and Abercorn Streets, acclaimed by architects as the finest example of Classical Revival design in the city; the REID SERVANTS' AND CARRIAGE HOUSE, near 112 East State Street, visible through a gateway, and beloved of artists; the DAVENPORT HOUSE with its famed doorway; the MC INTOSH HOUSE, built in 1764 and probably the oldest brick house in Georgia. You will have to look sharp for this one, as it is hidden among the commercial buildings of East Oglethorpe Avenue at 110.

Only two more sights in the city proper, and then we shall go to some of the interesting things just out of town. One of them is the COLONIAL PARK CEMETERY, laid out in 1753, unused for burials since 1861, and badly defaced by General Sherman's soldiers, who used it as a corral for their horses. It has since been re-landscaped as a park. The other sight is the Roman Catholic CATHEDRAL OF SAINT JOHN THE BAPTIST, a fine twin-spired white structure, one of the largest cathedrals in the South.

If you will drive out Bull Street to the corner of Victory Drive and turn left onto that street, a short drive past DAFFIN PARK and the Headquarters of the GEORGIA HUSSARS, the second-oldest military organization in the United States, will bring you to THUNDERBOLT on the shores of the Wilmington River. This yachting, swimming, and fishing resort is still unspoiled by the SHRIMP CANNERY, with a capacity of over 300,000 pounds per day. The shrimp fleet can be guaranteed to make a camera enthusiast use up all his film.

Less than a mile from Thunderbolt, to the left, is BONAVENTURE CEMETERY, famous for its old trees draped with Spanish Moss. Although the grounds offer a rare display of flowers, particularly in the spring, it is the cathedral-like quality of the avenues of oaks that give Bonaventure Cemetery its unique charm.

At LAZERETTO you can board the government launch which will take you free 4 times a day on weekdays and hourly on Sundays to FORT PULASKI NATIONAL MONUMENT. The grand old fortress, completed in 1847, still entered over a drawbridge and through a portcullis, is in a remarkably good state of preservation, although the damage done by the bombardment of April, 1862, can still be seen. There is a museum

of battle relics and other interesting mementoes of the War Between the States.

The modern military reservation is FORT SCREVEN, and on the grounds is the TYBEE LIGHTHOUSE marking the entrance to the Savannah River. Permission is usually granted to climb the tower to the beacon, where there is a VIEW of the reservation, the river, and the Coney-Island-like resort of SAVANNAH BEACH about a mile away.

Another interesting drive from Savannah is to proceed out Victory Drive past the Headquarters of the Georgia Hussars to the junction of Skidway Road, where a right turn is made. A mile further, turn onto La Roche Avenue to ISLE OF HOPE, a small settlement that developed from a summer resort. The DIAMOND BACK TERRAPIN FARM, open from 8 to noon in the summer and from 8 to 6:30 in winter for a 25-cent admission, is well worth the small cost.

WORMSLOE, famous for its gardens and for having been in the same family for over 200 years, was for long opened to the public; but, according to recent advices, this privilege is withdrawn. However you can still visit BETHESDA, the oldest surviving orphanage in the United States, a noted beauty spot worth a visit even if it had no historical interest whatever.

For inexpensive meals in Savannah I have heard good reports of the LESLIE HOUSE, and of course the restaurants in the hotels are good. There is little of purely local interest to buy except flowers in the market and the kind of local souvenir sold in souvenir stands the country over, unless you want to go in for antiques. These abound.

What to Do in Savannah

There are 2 municipal GOLF COURSES, 18 holes each, at the Municipal Golf Club on Isle of Hope Road, and another private one, the Donald Ross Golf Course on Wilmington Island, close by the General Oglethorpe Hotel. The greens fees at these three are 50 cents. Cards for the Savannah Golf Club (18-hole course) may be obtained for $1.50 each at the better hotels.

There is SWIMMING at Daffin Park and the outdoor pool of the DeSoto Hotel, and SEA BATHING at Savannah Beach.

TENNIS is played at Forsyth Park and Daffin Park, and POLO matches are held at irregular intervals at the Savannah Polo Field.

South Toward Brunswick

There is nothing much to say about the 17-mile drive to the bridge over the LITTLE OGEECHEE RIVER, and little more to say for 10 miles more. There is nothing much left of the HERMITAGE, once a great plantation, except an avenue of oaks a mile off your main road, but you might like to turn left to WAYS, about 27 miles south of Savannah, for here Henry Ford is developing a model community in the style of the one at Dearborn. The Community School and the Community Clubhouse are interesting.

The MIDWAY CHURCH 41 miles south of Savannah is a simple frame structure in a grove of oaks, which is oddly like the churches of New England except for the interior, where the old slave gallery still remains. Built in 1792, it was used as a slaughterhouse by Sherman's soldiers, and the old melodeon which served them as a chopping block is now used as a communion table. Service is now held in the church only once annually on Confederate Memorial Day (April 26).

DARIEN still retains much of its picturesque charm. Here along the banks of the ALTAMAHA RIVER are many warehouses built of "tabby," as the local concrete, made with shell instead of rock binder, and of cement made with lime from burned oyster shells, is called. This building material was used by both the early English and the Spanish colonists, and the name is said to be a corruption of the Spanish name "tapia." The river traffic, ranging through all sorts of craft from raft to yacht, is indescribably picturesque, as are the shrimp nets spread out to dry along the banks.

On BUTLER ISLAND in the delta of the Altamaha River is the modernized old PIERCE BUTLER RICE PLANTATION, now readapted to modern diversified farming, flower-growing by acre upon acre, and dairy farming. You may watch the operation of the dairy, conveniently next the highway, through a glass partition.

You might care to visit SANTO DOMINGO STATE PARK 12 miles north of Brunswick, partly for the beauty of its trees and shrubs, partly for its interesting little museum where are collected the various arrowheads, old implements, and other objects unearthed during the improvement of the park, and partly to visit the SLAVE BURYING GROUND of the old Elizafield Plantation which once occupied the land. Otherwise there

is nothing more to see before you get to Brunswick, unless you wish to make a detour—and one which I advise, by the way.

Your landmark for the detour is the VISITOR'S CLUB, about a mile and a half north of Brunswick. The club gives information to tourists and maintains a display of handicrafts and local industries and of relics of the Indian, Colonial, and Spanish days. This detour will take you to St. Simon Island and to Sea Island, which are two of the only three coastal islands of Georgia which are open to the public, Tybee Island being the third.

A causeway leads to ST. SIMON island. The toll is 30 cents round trip for car and driver and 10 cents for each additional passenger. This is one of the oldest spots to be settled along the coast. As far as is known, the Spaniards were here well before the end of the 16th century, for goods and furs were shipped from the FREDERICA RIVER, which your causeway crosses, for at least 20 years before the Franciscans built a mission on St. Simon Island in 1595. Later the BATTLE OF BLOODY MARSH was fought in 1742 between the English and the Spanish, with the result that Spanish power was definitely broken in this part of the world. Still later, after the British power was broken in its turn, the timbers for the construction of the U. S. S. *Constitution* were cut from the oaks of St. Simon Island.

Although it was one of the most highly developed spots in the state before the War Between the States, it was ruined by the conflict, and only in recent years have its new resort activities restored its prosperity. Now on SEA ISLAND (a sort of island within an island), an exclusive and expensive hotel and cottage colony is one of the pleasantest vacation grounds in the United States, with somewhat less expensive St. Simon Island a close second. The islands are well worth a visit to see the beauty of the homes, the hotels, and the surrounding grounds.

BRUNSWICK is modern, busy, pleasant, and proud of its wide streets shaded by moss-draped live oaks. The shrimp fleet, owned largely by Portuguese, is picturesque. The town must be a delightful place to live. The Oglethorpe Hotel was designed by Stanford White. There is a pretty view from the bridge over TURTLE RIVER about 4 miles south of town. There is nothing more to tell about one of the prettiest little cities on your route, except to note that it is a center for boating, fishing, and duck hunting.

It is about 45 miles from Brunswick to the Florida line, and again there is little to note along the way, unless you wish to detour onto Georgia 40 at Kingsland for a visit to ST. MARYS 11 miles away. Here is another town with few or no sights to describe; yet, if you can possibly find the time, I urge you to visit it, for this old sea town is a sight in itself. If you *must* have a definite object in going there, the Presbyterian Church was built in 1808, and there is a legend that smugglers once hauled the minister's horse into the belfry and landed their goods while the good citizens were wondering how to get it down. There is also an interesting old cemetery. But once those are out of the way, enjoy the views of the shaded streets, the comfortable old houses, the fishing boats, and the nets drying in the sun.

St. Marys is on the shore of the ST. MARYS RIVER, the boundary here between Georgia and Florida. There is no bridge at St. Marys, so you will have to return to Kingsland, where a further drive 4 miles south on U. S. 17 will bring you to the bridge across the river and to the arch that welcomes you to another state.

Georgia— 20

FROM AUGUSTA TO THE FLORIDA LINE OVER U. S. 1

As far as sightseeing is concerned, U. S. 1 across Georgia might well be described as a beginning and an end with no middle. At the north is Augusta, a town which all too many people drive through without really seeing; at the south is the great Okefenokee Swamp; and between is about 200 miles of rolling farming country chiefly devoted to cotton growing, where you can bowl along at 50 miles an hour with nothing much to look out for except wandering cattle on the road. But these constitute a real menace. When you see cattle beside the road, *slow down,* for cows have a chicken-like proclivity for unexpected crossings.

Augusta

Augusta is on the south bank of the Savannah River, which is at this point the boundary between Georgia and South Carolina. A dignified and busy year-round town, it is also a winter resort second only to Aiken (see page 150) 16 miles to the north.

U. S. 1 crosses the bridge over the Savannah River to 5th street. On the corner of 5th and Broad Streets is the haunted pillar, a 10-foot-high stone column which is all that remains of an old market which was flattened out by a tornado in 1878. An itinerant preacher predicted death to anyone who tried to remove it, and a weird tale is told of two men being struck by lightning when they attempted to move it to widen the street. The black mark about 3 feet up the column is also the legendary imprint of the hand of a slave put up for sale.

Turning right onto Greene Street, you will find many things of interest just off the main route through town. The most imposing is the signers' monument, a memorial erected in 1848 in honor of the three Georgians who signed the Declaration of Independence. It was

intended to reinter all three signers under the monument, but the burial place of Button Gwinnett could not be found, so only Lyman Hall and George Walton are buried here. The 50-foot granite shaft is floodlighted at night. On either side of the monument are two of Augusta's finest old houses. One, the CHARLES PHINIZY PLACE, is now in private hands, so you may only admire the Georgian exterior, but the other, which is now the RICHMOND COUNTY BOARD OF HEALTH BUILDING, is open daily from 9 to 5. Originally the Clanton Home, it is notable for the beauty of its architecture and for the decoration of the interior. Both buildings are about 100 years old.

Still on Greene Street, between 6th and 7th Streets, are three more of Augusta's distinguished old homes, all private and hence not open to the public. If you drive as far as 9th Street, you will arrive at the CITY HALL, built in 1888-90 in Victorian Gothic style, and a building over which I can pump up no enthusiasm whatever, although I do enjoy the old FIRE ENGINE of 1869 on display in the foyer.

At the City Hall turn left onto 9th Street and then left again onto Telfair Street, and you will soon come to the FIRST PRESBYTERIAN CHURCH, built in 1812 from designs by Robert Mills, who also drew the original designs for the Washington Monument. The MANSE was the boyhood home of President Woodrow Wilson.

The OLD MEDICAL COLLEGE BUILDING, erected in 1835 and now the garden center of the Sand Hills Garden Club, is open only occasionally, but the YOUNG MEN'S LIBRARY built in 1802 is open daily from 9:30 to 6. It contains as well as the library the interesting collections of the AUGUSTA MUSEUM, open from 2 to 6 on weekdays.

The AUGUSTA ART CLUB BUILDING, an old mansion erected in 1818, is not always open to the public, but even so should be seen if only from the outside, for it is considered one of the most perfect examples of Georgian architecture in a town rich with them.

After admiring these old buildings, continue along Telfair Street to 3rd Street, and a right turn onto 3rd Street will bring you almost at once to MAGNOLIA CEMETERY, so named for the great rows of giant magnolias which shade it, beautiful all the year round but nothing short of marvelous when they are in blossom in the spring.

A right turn from 3rd Street onto Watkins Street will bring you in short order back to the junction with U. S. 1 out of town, and by this time you will not have seen all the interesting things in Augusta, but

will have seen many which will give you the flavor of the city. If time permitted, I would also try to see ST. PAUL'S EPISCOPAL CHURCH, a replica of the one destroyed by fire in 1916 after standing since about 1820. The CONFEDERATE MONUMENT stands in the center of Broad Street between 6th and 7th Streets. And, although it is well out toward the Country Club on Broad Street and is not open to the public, I would enjoy visiting the OLD WHITE HOUSE, erected about 1750, the oldest remaining house in Augusta. Also, between 3 and 6 on a Wednesday in the winter, when it is open for a 25 cent fee, I would visit the museum maintained by the D.A.R. in the old house known as MEADOW GARDEN.

THE HILL, as Augusta's most beautiful residential section is known, is also too good to miss, but unless you wish to visit the U. S. ARSENAL, you will have to content yourself with a drive through, as the houses are all in private hands. The gardens are open in the spring at the time (indefinite, according to season) of the Garden Club's Tour.

On your way out of town you will pass the district known as the TERRY, where the bulk of Augusta's Negro population live in ramshackle shacks, although some of the more affluent have really fine houses. The HOUSE OF PRAYER on Wrightsboro Road is an important Negro place of worship where on really important days no less than four brass bands assist at the highly emotional services. HAINES INSTITUTE is a noted Negro school, but PAINE COLLEGE for Negroes, with its fascinating MUSEUM of African relics, is not in the Terry but on 15th Street in a white section.

What to Do in Augusta

I have never found any outstanding restaurants in town, nor have people told me of any. Naturally the food in the hotels closely reflects the class of the establishment, and is generally good.

Neither have I found anything particularly distinctive to buy here, for, although the stores prove that Augusta is a resort, the products they offer are very much the same as those to be found in other resorts all over America.

There are GOLF courses at the Augusta Country Club and at Forest Hills, each charging a $2 greens fee. More modest is the 50-cent charge at the Municipal Golf Course.

There is SWIMMING in Lake Olmstead and TENNIS at many courts throughout the city.

South of Augusta

Fifteen miles from Augusta is BATH, once a resort. Now about the only thing of interest left is the old PRESBYTERIAN CHURCH, built in 1820 and in excellent preservation. WRENS, some 33 miles south of Augusta, was the boyhood home of Erskine Caldwell, who wrote *Tobacco Road*. There really is a Tobacco Road, and a tobacco road country, mostly in the wedge between U. S. 1 and U. S. 25 just south of Augusta. It is easily reached from Augusta, for the unmarked clay road nine miles from town on U. S. 25 is said to be a bit of that Tobacco Road which once led from the hills of the back country to the Savannah River. The name "Georgia Cracker" is believed to have come from the whip-cracking teamsters of Tobacco Road.

There are several old houses along the highway but all are private and not especially noteworthy. At LOUISVILLE is one of the few old SLAVE MARKETS still standing in the South. It is probably about 150 years old.

Then for miles the road continues through cotton and turpentine country, with few towns of any importance but some very pretty ones just the same. The only one on this route, except Augusta, with over 2,500 inhabitants is WAYCROSS, a pleasant town where over 16,000 people live. Here there really is something to buy, for Waycross, besides being the location of the Atlantic Coast Line Railroad shops, is a center of bee culture and the honey-producing industry. A jar of honey from the blossoms of the tupelo tree will make a purchase you will not regret.

FOLKSTON is a tiny town 4 miles north of the Georgia-Florida line, uninteresting except as the starting point for a grand excursion. Twelve miles southwest, reached by Georgia 23 and a dirt road which branches off from the state highway 8 miles from Folkston, is CAMP CORNELIA, where is located the headquarters of the OKEFENOKEE WILD LIFE REFUGE. Here you can get a permit to visit the great OKEFENOKEE SWAMP, and can hire the boats necessary to do so. You will also be required to take a licensed guide—a precaution absolutely necessary for your own protection. A guide and motorboat costs $8 per day for 2 passengers at latest accounts. A third passenger is $2 more, and

any additional passengers over 3 are $1 each. The duck punts cost only $3.50 for the so-called long trip and $2.50 for the short trip for 1 passenger; each additional passenger pays 50 cents. I think they are more fun than the launches, for even with the launch you won't begin to see the 660 square miles of the swamp, and the part you will see from the punt will give you just as excellent an idea of the whole.

Hunting naturally is not permitted. Fishing is permitted at specified points. The best time for beauty is May, when most of the blossoming plants will be open.

U. S. 1 crosses into Florida over the St. Marys River 40 miles north of Jacksonville.

Georgia— 21

THREE ROUTES TO ATLANTA FROM THE NORTH

From Chattanooga

ALTHOUGH U. S. 41 IS THE MOST DIRECT ROUTE FROM CHATTANOOGA TO Atlanta, it is not the one I would take. It is pretty, but it follows a broad valley with the mountains in the distance and is designed for the man in a hurry. I think the sightseer will find U. S. 27, at least as far as Rome, vastly more interesting both scenically and historically.

The northerner rarely thinks of Georgia as a mountain state, and except for the northwest corner it isn't one, but here in the country south of the Tennessee and North Carolina lines the Appalachian Mountains cross the state and give the traveler scenery second only to that of North Carolina itself.

Chattanooga is almost on the boundary line between Georgia and Tennessee, and your drive out of town will take you through the suburbs of the city. You might like to pause for a moment at ROSSVILLE to see the ROSS HOME, built about 1770, one of those hundreds of places scattered about the world which is supposed to be the end of an underground passage leading somewhere else. As usual, the passage is not on view! Far more interesting to me is FORT OGLETHORPE, only about 3 miles south of the state line, and CHICKAMAUGA PARK, much of which you will probably have seen during your visit to Chattanooga. The road runs through the park for more than 3 miles. If you have not already done so as part of your Chattanooga sightseeing, you will certainly enjoy a visit to the museum in the Administration Building, and a view of the park from the top of WILDER TOWER. Free guide service is available, and numerous markers along the highway, and monuments and markers in the park, give a good idea of the battles of three quarters of a century ago.

The towns along the way are largely industrial ones. The Riegel-

dale Tavern at TRION is well spoken of for its meals, and at SUMMERVILLE there is a ROCK MUSEUM showing a collection of stones from every state in the Union and from foreign lands as well. It is mildly interesting. If time permits, I would prefer to make a detour over Georgia 48 to the STATE FISH HATCHERY, where the grounds are lovely to look at, and where the methods by which over 2,000,000 trout are produced annually are even more worth seeing, and then to CLOUDLAND PARK, almost at the summit of Lookout Mountain. There is a splendid VIEW from the park, and an even finer one from HIGH POINT. The altitude is about 2,000 feet, and it is 17 miles from Summerville to High Point. Although at last accounts the road was unpaved, it is well maintained, and the lover of natural scenery will find himself well repaid for the drive.

In ROME itself, except for the exquisite ST. MARY'S CATHOLIC CHURCH (which you should enter to see the picture of the school of Correggio which hangs behind the altar) and the lovely VIEW from the grounds of SHORTER COLLEGE, I could find few things necessary to detail. The body of the last U. S. soldier to be returned from France is buried in the MYRTLE HILL CEMETERY, his resting place being locally known as "the Grave of the Known Soldier"; and the grave of the first Mrs. Woodrow Wilson, who was a native of Rome, is also located here. There is also a bronze replica of the CAPITOLINE WOLF presented to the town by Benito Mussolini when an Italian company established mills in the city.

But just before you get to Rome you will pass through one of the most interesting things in the United States. For about 8 miles your highway will pass the grounds of the BERRY SCHOOLS, one of the famous educational institutions of the world. Here in 1902 Miss Martha Berry opened her first boarding school with a total enrollment of 5 boys. Now the Berry Schools have an enrollment of 1,300 students, and comprise schools for boys and girls, a college, and the POSSUM TROT RURAL COMMUNITY, where instruction is given not only to children but to whole families. The first building was a log cabin, and now the magnificent CHAPEL seats 1,600 persons. A visit to the school is an event. Guide service through the grounds and buildings costs $1. It's a bargain, particularly as the money goes to help defray the expenses of this magnificent work.

Naturally in a group of 60 buildings around a campus which covers

only 150 acres of the 32,000 held by the schools, there are other imposing buildings besides the chapel, and other points of interest in addition to the Possum Trot Rural Community. There is the ADMINISTRATION BUILDING, reached by the Road of Opportunity, as the drive leading from the main entrance is called; the buildings of the SCHOOL FOR GIRLS, presented by Mr. and Mrs. Henry Ford; the SCHOOL FOR BOYS; the HOUSE OF DREAMS, a cottage for Miss Berry's own use. The main entrance to the schools is appropriately called the GATE OF OPPORTUNITY.

U. S. 411 leads eastward over the hills from Rome to the broad APPALACHIAN VALLEY, where it joins U. S. 41 at CASS STATION. There is little to detain you on this pretty drive unless you wish to see the SALTPETER CAVE near KINGSTON, so called because saltpeter was mined here for the use of the Confederates during the War Between the States. It is no longer operated commercially, unless the revenue derived from the 25-cent admission fee charged visitors can properly be so called. Fairly near Cass Station is the Georgia Art Pottery Shop where distinctive articles are made right on the grounds.

CARTERSVILLE has something unique—at least I never heard of anything else like it in the world. The FRIENDSHIP MONUMENT here was erected many years ago on another site by a Mr. Cooper as a memorial to his "friends and creditors." There are other monuments to friends but one to creditors can properly be considered something well worth looking at.

Cartersville was also the home of Sam Jones, an evangelist of whom it is doubtful whether my younger readers have any knowledge whatever, but who was well known to their grandmothers and mine. His home is in private hands but his TABERNACLE, now ordinarily in use only on the Fourth of July, still stands on Main Street.

The ETOWAH INDIAN MOUNDS are near Cartersville, and directions for reaching them should be asked locally. They are of vast interest to the archeologist and of some spectacular interest to the tourist, as the largest covers nearly 3 acres and is 65 feet high. Seventeen miles away in another direction is IN THE VALLEY, the home of Corra Harris, interesting as a beauty spot, as a literary shrine, and for the Memorial Chapel designed by Ralph Adams Cram.

South of Cartersville the road passes through an industrial region, for this is part of the mineral belt of Georgia. Most of the mines and

the mills are not open to visitors, so there is no need to describe them. Of chief historic interest is KENNESAW MOUNTAIN NATIONAL BATTLEFIELD PARK, the scene of one of the decisive battles of Sherman's Atlanta campaign. There is an extended VIEW from the airplane beacon atop the 1,809-foot-high KENNESAW MOUNTAIN.

MARIETTA is practically a suburb of Atlanta only 20 miles away, and is a charming town of the conservative type where the only things necessary to mention are the MARIETTA NATIONAL MILITARY CEMETERY, a beauty spot, and the equally beautiful CONFEDERATE CEMETERY. And if you pick up Georgia 120 at the public square and follow the signs westward for some 7 miles, it will lead you to CHEATHAM'S HILL, the scene of some of the bloodiest fighting during the battle of Kennesaw Mountain. There is a museum of relics of the battlefield, and guide service is available, as this is part of the National Park.

From Asheville to Atlanta

The route from Asheville to Atlanta along U. S. 19 is beyond a doubt the best one for scenery. It affords a view of Mt. Enotah, the highest peak in Georgia, and a detour permits visiting it; on its course the road passes two of the finest pieces of natural scenery in the state; Vogel State Park and Neal Gap.

If you have followed U. S. 19 south through the Nantahala Gorge (see page 108), you will cross into Georgia a few miles south of Murphy (see page 109). For many miles south of the line, U. S. 19 passes either through the purchase area of the CHATTAHOOCHEE NATIONAL FOREST or through the forest itself. It is a wild region of forest and mountain where towns are few. BLAIRSVILLE, 11 miles south of the North Carolina line, is the only village in Union County, and needless to say is the county seat. Here a drive of 33 miles beginning on U. S. 76 will take you to Mount Enotah. There are several interesting things on the way. About 6 miles from Blairsville a detour from the detour I am now describing will bring you 2½ miles farther to TRACK ROCK GAP, where at an altitude of about 2,250 feet are prehistoric stones carved with strange figures. They seem to precede any known Indian tribe which occupied this region. The main road is paved for much of the distance but, if you do not wish to drive the entire 33 miles from Blairsville to the mountain, you may leave your car at YOUNG HARRIS. Here is the co-educational YOUNG L. G. HARRIS JUNIOR COLLEGE AND

ACADEMY. The library of the school was constructed of local brick by the male students. From the girls' dormitory a trail leads to the summit of Mt. Enotah. The only great catch in it is that the trail is 8 miles long, although, except for its length, it is said not to be difficult. (As far as any personal experience is concerned, I shall never know!)

About 2 miles past HIAWASSEE, turn right on Georgia 75, which will lead you to the road to the summit of the mountain. MOUNT ENOTAH, perhaps better known as BRASSTOWN BALD (why do communities insist on changing these grand old names for "pretty" ones not half so effective?) is the highest peak in Georgia and a very respectable height it is, as it towers 4,784 feet above sea level, although not above the surrounding country. Except for the summit, which is "bald," the mountain is wooded. There is a fine view from the lookout tower at the top.

But a word of caution is necessary. At last accounts Georgia 75 was not paved, and neither is the road which would take you back to U. S. 19 at CHOESTOE. So be sure to ask locally what condition they are in before you attempt the trip.

If you are content with a mere view of Mt. Enotah without making the ascent, you will get an excellent one from U. S. 17 about 6 miles south of Blairsville. You can pick it out from the surrounding peaks by the lookout tower on the summit.

LAKE TRAHLYTA is at the northern entrance of VOGEL STATE PARK. It is an artificial body of water formed by damming WOLFPEN CREEK, and is none the less beautiful on that account. NOTTELY FALLS are one of the noted beauty spots of the park, as they fall for 105 feet over their great boulders. Here you might park at the picnic grounds and take easy walks along some of the marked foot-trails to various scenic vantage points.

Here you are practically at NEEL GAP, which with its altitude of 3,108 feet is the highest point on your drive and where the VIEWS, particularly during the seasons in spring and early summer when the dogwood, azalea, and rhododendron are in blossom, are pictures that you will never forget. And, if you are a hiking addict, you may begin a real walk, for here you cross the Appalachian Trail, which will take you within Georgia to the summit of Mt. Oglethorpe only 54 miles away. Or, if you prefer, you can walk in the other direction 46 miles to the North Carolina Line, and thence to Mt. Katahdin in Maine.

A shorter walk would be along the well-marked 3-mile trail leading through the Chattahoochee Forest to the DE SOTO FALLS, which have a drop of over 400 feet.

Your road will now be generally downhill for 20 miles until you reach DAHLONEGA, the center of the fields where the first important gold discoveries in the United States were made in 1828 or 1829. The mines in AURARIA about 6 miles away are still in operation and are open to visitors.

From DAWSONVILLE it is possible to visit the lovely but inaccessible AMICALOLA FALLS 15 miles away. Except for the first 3 miles the road is none too good, being unpaved. If local inquiry assures you that the road is in fair condition, the view of these exquisite falls tumbling 729 feet down the mountainside will more than repay you for the drive you will make to see them. They are considered with reason to be one of the finest things in the state.

Between ROSWELL and Atlanta the road has been beautified with dogwood and tulip trees.

Another Route from Asheville to Atlanta

The writer of guidebooks has no easy time when he tries to separate his books neatly between political boundaries and then finds that physical geography won't let him. So, although this section of the book is a description of Georgia, I have to begin my listing of this particular drive within North Carolina.

The drive properly begins at Dillsboro (see page 106) where U. S. 19 and U. S. 23, the road you are to follow, separate. U. S. 23 leads you through country of surpassing beauty to the 3,300-foot elevation of WATAUGA GAP through the COWEE MOUNTAINS and then drops to FRANKLIN, a little over 1,000 feet lower, going through the very heart of the Nantahala National Forest on the way.

From Franklin (where you cross the east and west route across the southern border of North Carolina—see page 123), the road follows the LITTLE TENNESSEE RIVER all the way to the Georgia line.

Here you are in the Chattahoochee National Forest, approaching a great summer resort section, and are in the midst of some of the finest scenery in the state. Just across the state line from North Carolina is a road which leads into some of it. It takes you first to ESTATOAH FALLS, not very grand but certainly very pretty, and through valleys

and over heights affording exquisite VIEWS to the summit of RABUN BALD, where the grandest view of all gives you a sight of three states: North Carolina, South Carolina, and Georgia. Rabun Bald is second only to Mt. Enotah (see page 174). Its height of 4,717 feet makes it yield to its rival by only 57 feet! So, if your trip doesn't take you to the highest point in the state, you can console yourself with the thought that the views from the second-highest are quite as fine.

At RABUN GAP is the RABUN GAP–NACOOCHEE SCHOOL where boys and girls pay for their education by working on the school farms and where there is a settlement providing education and agricultural instruction to adults as well. The school is far more important than the space I can devote to it would make it seem.

CLAYTON is quite a summer resort, where the influx of summer visitors has had an interesting sociological effect on the mountaineers of the surrounding country. When the young people who came to the region in the summer began climbing the surrounding mountains to take part in the square dances of the natives, and when the city dweller and the mountaineer each began to discover that the other was after all quite human, it went far to break down the suspicion with which the mountain folk regarded all strangers. Clayton is a center for fishing in the mountain lakes and streams.

When the waters of the TALLULAH RIVER were largely diverted for power purposes, Tallulah Falls, once a scenic feature of the state, largely became a thing of the past. However, the view from the POWER DAM is superb, and before proceeding to enjoy even finer views you should admire the TALLULAH FALLS INDUSTRIAL SCHOOL, an institution maintained by the Georgia Federation of Women's Clubs and performing a service of which they may be justly proud. From the grounds of the school are sweeping VIEWS, and on the grounds is a roughly carved seat called GREY EAGLE'S CHAIR, which seems to be well attested as the council seat of the Cherokees.

Perhaps the best VIEW of the neighborhood (I say perhaps because it is almost impossible to select a best from so many superlative ones) is that of TALLULAH GORGE from TALLULAH POINT, although the view of the gorge from the inclined railway connected with the Tallulah Power Plant is perhaps just as fine in a somewhat different way. The TALLULAH POWER PLANT is open to visitors daily from 7 to 5; guides are provided.

FORT FREDERICA ON ST. SIMONS ISLAND

IN A GEORGIA STATE PARK

GEORGIA OFFERS OPPORTUNITIES FOR RECREATION
BOTH INLAND AND ALONG THE COAST

A granite marker near CLARKESVILLE says that DeSoto is supposed to have passed by during his march from Florida to the Mississippi, and maybe he did. What is sure is that, as this is a center for peach and apple culture, the country is impossibly beautiful when the trees are in blossom in the spring.

GAINESVILLE has been twice visited by tornadoes, disastrously in 1903 and catastrophically in 1936, but the town has practically recovered from the tragedy which killed 170 people, injured 950 more, and made 992 buildings more or less wrecks, and many of them far more than less. But the town has refused to be beaten and now is the busy place it always was.

The town is a business and educational center. BRENAU COLLEGE for women occupies a 350-acre campus of great beauty (don't miss the Japanese Garden), and the RIVERSIDE MILITARY ACADEMY is rated as an honor school by the U. S. War Department. In January, February, and March the school moves to Florida.

If you are not interested in factories, you should make an exception for one at Gainesville, where the CHICOPEE MANUFACTURING COMPANY, making surgical supplies, maintains a factory of real beauty and also a mill village that will show you how a mill village should look and usually doesn't. And people have grown lyrical about the meals and service at the Hotel Thomas.

At FLOWERY BRANCH is the HIGH ACRES GUILD, where a clever group of people are using the waste of knitting mills to produce hand-woven rugs and bags. They also do woodwork and pottery, but rugs and bags are their feature. You should stop and look whether you have any intention of buying or not. It is fascinating.

Georgia— 22

FROM AUGUSTA TO ATLANTA

There are two good routes across the cotton country of the Piedmont Plateau from Augusta to Atlanta. One follows U. S. 78 as far as Thomson and then follows Georgia 12 nearly to Atlanta. The other, which I consider vastly more interesting, follows U. S. 78 throughout. Both routes offer pretty towns and many old houses, but that following Georgia 12 has for its chief interest a visit to Oxford and Emory College, while that following U. S. 78 leads through Athens, where the University of Georgia is located, and past Stone Mountain, one of America's great sights.

By Way of Georgia 12

As you may be impelled, for one reason or another, to take this route, and as its description is necessarily short, I shall present it first before proceeding to its more interesting rival. Branching off to the left from U. S. 78 at THOMSON, 36 miles from Augusta, a drive of 12 miles more brings you to WARRENTON, an old town notable for the great oaks which shade its streets. There are also some fine old houses, all in private hands and hence not to be visited. However, you should see the exteriors at least of the WALKER HOUSE and the PILCHER HOUSE, both on Main Street, and glance at the gardens of the MC GREGOR HOUSE a block from the Public Square. Both the Walker and Pilcher houses date from the early 19th century. The STONE JAIL built about 1800 is also interesting.

At CRAWFORDVILLE stands LIBERTY HALL, the old residence of Alexander H. Stephens, vice-president of the Confederacy. It is easy to find, as it is situated in the ALEXANDER H. STEPHENS MEMORIAL STATE PARK. Unfortunately, the house only dates from 1872, most of the older structure having been torn down, and Stephens lived there only during the last 11 years of his life. It is nonetheless interesting.

There are several old houses between Crawfordville and GREENSBORO 20 miles away, and more in Greensboro itself, but perhaps more interesting to visitors are the GREENE COUNTY COURTHOUSE, built in 1848, and the stone GREENE COUNTY JAIL, with walls 2 feet thick, built some 40 or 50 years before.

MADISON is a perfect nest of ante-bellum houses all private except the TRAVELER'S INN, built about 1850 and one of the best of them. The PRESBYTERIAN CHURCH is a simple structure, interesting chiefly because of its age, as it was built in 1810. From COVINGTON it is only a mile to OXFORD, the seat of EMORY JUNIOR COLLEGE, occupying the old buildings and campus of Emory College, which has been incorporated into Emory University (see page 184). The grounds cover in all 1,400 acres. A circular drive leads past the principal buildings. Here in Oxford is a "tree that owns itself," one of the two in the state, the other being at Athens (page 180).

Between Covington and Atlanta, the road traverses the great granite-quarrying district. The land above the granite ridge is cultivated chiefly by "sharecroppers" living in houses in all stages of dilapidation.

By Way of U. S. 78

As on the route above, there is nothing to describe between Augusta and Thomson and little to describe at Thomson. The estate of Thomas E. Watson, who was a statesman to his followers and a demagogue to almost everyone else, on Hickory Hill, is of interest only through its associations.

WASHINGTON has the first public library to be established in Georgia and also many fine old ante-bellum houses. They are all private. Many of the best are along the highway through town.

It is easy to identify the FRANKLIN HOUSE, built in 1840, as it has its side to the road, and equally easy to identify the SAMUEL BARNETT HOUSE, as it is right across the road. The latter house is older, having been built in 1820. Still older is the ROBERT TOOMBS HOUSE, built about 1800, and to be identified by the huge oak around which the sidewalk is curved. There is a museum of war relics on the second floor of the COURTHOUSE.

To enumerate any more houses that you may not visit, either in Washington or in other towns along the way, would be tedious and unprofitable. They have beauty of architecture which you can see

anyway, and any other renown they may have comes from purely local associations. So let us hurry on to Athens.

Athens

The UNIVERSITY OF GEORGIA, founded late in 1801, dominates the town and its life, and with the University all sightseeing should properly begin. About the Old Campus are many buildings, of which the oldest is OLD COLLEGE built in 1805. Other old buildings are DEMOSTHENIAN HALL finished in 1824, the CHAPEL (1832), and PHI KAPPA HALL (1836). Fine modern buildings, all finished since 1900, are HAROLD HIRSCH HALL, the GENERAL LIBRARY, and MEMORIAL HALL. The STADIUM has a seating capacity of 33,000. The STATE COLLEGE OF AGRICULTURE is also a department of the University.

Then in the town is THE TREE THAT OWNS ITSELF, an ancient oak to which in 1820 its owner bequeathed all land within 8 feet of its trunk, and a curious bit of sightseeing in the shape of the DOUBLE-BARRELLED CANNON cast at the Athens Foundry during the War Between the States, which seems never to have been fired successfully. The general idea was that two cannon balls connected by a chain were to be sent on their way at once, but the firing of the barrels was not synchronized and the experiment was a failure.

There are many old houses of distinguished architecture, but all private. In WINNIE DAVIS HALL of the Co-Ordinate College, now a department of the University (open 9 to 6 daily), are collections of war relics.

And now you may drive along for nearly 60 miles before I bother you again. But some 15 miles before you get to Atlanta is something worth being bothered for, as here STONE MOUNTAIN rises 650 feet above the surrounding plain. The mountain is about 2 miles long and over 7 miles around at the base. No one knows how much more of it there is underground. It is the largest exposed granite dome in North America, and as the surface is almost bare except for moss and lichens, it has the appearance of a great boulder.

In 1915 Gutzon Borglum was requested to carve a figure of Robert E. Lee on the mountain, and promptly submitted a far more elaborate plan for a grandiose monument of Confederate forces led by their generals. The plan was accepted. In 1923 work began, and in 1924 the head of Lee was unveiled. Then there arose a violent squabble

within the organization, in which Borglum was involved so seriously that he destroyed his models. The association engaged Augustus Lukeman to finish the job, and he in turn presented a new design, executed a new head of Lee, and Borglum's work was blasted away. But by this time funds were exhausted and the public was bored with the whole business. The monument has never been finished. But it was immense. The unfinished figure of Lee on his horse Traveler is 130 feet high! The heads of Jefferson Davis and Stonewall Jackson remain in rough outline. Whether or not the mountain as a masterpiece of nature was or was not better looking before men began scratching it up, and letting the rubble from their blastings pile up in a defacing heap at the base, I leave to your own judgment. But I know what I think!

There is a small museum and souvenir stand across the road from the monument.

Atlanta

There is no greater contrast than that between Atlanta and the towns I have just described on either of the routes detailed in this chapter. Here you are very much in the new South, as a few minutes at the FIVE POINTS, where Peachtree, Decatur, and Marietta Streets intersect with Edgewood Avenue, will convince you. This busy intersection belongs to no sleepy town living in the past, but to a bustling modern metropolis looking to the future.

Most of the sights in town are modern. The settlement which became Atlanta was not incorporated until 1843, and only 20 years later the city was almost completely destroyed when Sherman marched out on his way to the sea. Very close to the Five Points is one of the few reminders of those tragic days. An old LAMPPOST still stands at the corner of Whitehall and Alabama Streets, and a shell hole can still be seen at the base.

There is a CYCLORAMA OF THE BATTLE OF ATLANTA in a building facing the Augusta Avenue entrance to Grant Park. The admission is 50 cents for adults and 25 cents for children. The painting is about 400 feet in circumference and 50 feet high, and the extraordinary effect of three dimensions is heightened by the molded figures in the foreground. In fact, it is almost impossible to tell where painting leaves off and modeling begins. Probably by any conventional standard the

cyclorama is miles from being "art," but it does give you a splendid idea of how the battle must have looked, and is well worth the admission fee as a curiosity alone. In the basement stands the TEXAS, a locomotive which participated in the chase of the General, now at Chattanooga (see page 347).

The 144 acres of GRANT PARK are a favorite breathing-place and beauty spot of the city, and here is located the zoo, with a collection that makes it the finest in the Southeast. And in the OAKLAND CEMETERY, still in the same section of town, is the LION OF ATLANTA, a copy in Georgia granite of the Lion of Lucerne dedicated to the Unknown Confederate Dead in the cemetery.

Comparatively near the Five Points are the CANDLER BUILDING, that 17-story office building which is a monument to Coca-Cola; the nice white marble CARNEGIE LIBRARY of the conventional public-building type; the MUNICIPAL AUDITORIUM, seating about 5,000, with other halls and an armory attached; the GRADY HOSPITAL, founded by that Henry Woodfin Grady to whom a monument was later erected at the corner of Marietta and Forsyth Streets; and, most interesting of all to me, the STATE FARMERS MARKET. You have to go early in the morning to see at its best the display of fruits and vegetables, making vivid splashes of color.

The BIG BETHEL A. M. E. CHURCH at Butler Street and Auburn Avenue is famous far beyond Atlanta. The choir is renowned for its rendition of Negro spirituals. Also on Auburn Avenue is the building of the "ATLANTA DAILY WORLD," the only daily and Sunday newspaper in the world published entirely by Negroes.

The STATE CAPITOL is modeled very much after the National Capitol at Washington—a style of architecture that seems peculiarly suited to that type of public building. It is said to be unique in two particulars —it did not exceed the appropriation in cost, and nobody seems to know just what the statue which crowns the 237-foot-high dome is all about or who made it! Stairs lead to the dome, but I advise you not to climb them, as the same or a better view can be had from the City Hall, which has elevators.

The STATE LIBRARY is interesting, particularly for its display of old maps. There are many old flags in the corridors, and a stroll through the building is well worth the time.

The CITY HALL is distinctly modern both in date and in architecture,

as it was completed in 1929. The VIEW from the observation tower will give you an excellent idea of the city. The building is open from 8 to 4:30 from Mondays to Fridays and from 8 to 12 on Saturdays. It is normally closed Sundays. About the only other thing I need note in this particular part of town is the Roman Catholic Church of the Immaculate Conception, which although not erected until 1869 is still the oldest church in the city.

On your way to the most notable group of ecclesiastical buildings in the city, you will surely enjoy a visit to PIEDMONT PARK, a real beauty spot with a PEACE MONUMENT near the 14th Street entrance that is far too fine a piece of statuary to miss, and also the HIGH MUSEUM OF ART, with a small but good collection of old masters and an outstanding collection of the works of the better American artists. The museum is open from 9 to 5 weekdays, and from 2 to 5 Sundays, and very sensibly from 7 to 9 on Monday, Wednesday, and Friday evenings.

A little further from the center of town, still on Peachtree Street, is RHODES MEMORIAL HALL, where the collections of the Georgia State Department of Archives and History are stored and displayed. It is noteworthy for its MUSEUM of original documents, pamphlets, and books, and for the TIFFANY WINDOWS which illustrate the rise and fall of the Confederacy.

Peachtree Street finally becomes Peachtree Road, and at or near the intersection with Wesley Avenue are three churches you must not miss. First is the CATHEDRAL OF ST. PHILIP, a simple structure but a pleasing one in a commanding setting; the second is the SECOND-PONCE DE LEON BAPTIST CHURCH, modern but exquisite in the perfection of its American Georgian style; and the third, to my mind the finest, is the ROMAN CATHOLIC CATHEDRAL OF CHRIST THE KING. Strictly speaking, this is a co-cathedral, ranking evenly with the cathedral in Savannah. The architects were Henry D. Dagit & Sons, and the windows are by Henry Lee Willet. Atlanta has every right to be proud of their work, and so have they, for rarely has Gothic detail been so perfectly molded into the simplicity of modern design. No lover of good architecture can afford to miss this.

A literary shrine of note is WREN'S NEST, the home of the creator of Uncle Remus, and preserved as a memorial to Joel Chandler Harris, a man so gentle that, when a wren built her nest in his mail box, he put up another mail box so that she would not be disturbed. That is

how the house got its name. It is of no architectural interest whatever, but the mementoes of Harris which are preserved there are priceless.

Not too far from the Joel Chandler Harris house is WEST VIEW CEMETERY—beautiful at all times, for it maintains its own nursery, but especially so in spring. Lovers of flowers should drive through the residential districts in the north section of the city when dogwood is in bloom to see the blossoms, and when it isn't to see the houses of some of the wealthiest people in the South.

OGLETHORPE UNIVERSITY, still further along Peachtree Road, has only a few buildings but a campus of some 600 acres and an 80-acre lake. The buildings are of the conventional collegiate Gothic type, but a walk through the campus is interesting. The CRYPT OF CIVILIZATION under the administration building contains specimens of articles used in our life of today, and is not to be opened until 8113, by which time I doubt that any of us will care much.

EMORY UNIVERSITY has a smaller campus but a far larger enrollment and many more buildings. Some of these buildings are almost unique, like the GLENN MEMORIAL CHURCH, where some ingenious mechanical devices in the interior permit it to be converted in short order into a theatre, complete with stage 44 feet wide, orchestra pit, and all the other requisites for elaborate performances. Also noteworthy are the LAMAR SCHOOL OF LAW, the CANDLER SCHOOL OF THEOLOGY, the ASA G. CANDLER LIBRARY, and several other lesser buildings of the 15 which house the University. As most of the buildings are finished in Georgia marble, the effect is one of real magnificence.

No description of Atlanta would be complete without mentioning the GEORGIA SCHOOL OF TECHNOLOGY, for the fame of "Georgia Tech," as the engineering school of the University of Georgia is commonly called, is nation-wide. The 44-acre campus is dotted with 30 buildings, the older ones being huddled together and having so little distinction of design that I need only mention the 50-year-old ACADEMIC BUILDING in a Romanesque style. You may like it if you like Romanesque. The newer buildings are a harmonious grouping, largely in Collegiate Gothic style, and have been placed according to a definite plan. Noteworthy among the buildings are the STADIUM seating 40,000, the DORMITORIES, the DINING HALL, the NAVAL ARMORY, the AUDITORIUM-GYM-

NASIUM, the CIVIL ENGINEERING BUILDING, the MECHANICAL DRAWING BUILDING, and the DANIEL GUGGENHEIM SCHOOL OF AERONAUTICS.

A magnificent work in higher education for Negroes is being done by the ATLANTA UNIVERSITY SYSTEM, again with many fine buildings of which the most pleasing, to me at least, is the ADMINISTRATION BUILDING. It seems unfair not to describe this school more fully, but its worth rests more in the attainments of its graduates than in its physical equipment.

Near the Atlanta University are the buildings of the UNIVERSITY HOUSING PROJECT FOR NEGROES, and near Georgia Tech is TECHWOOD, the first all-Federal slum clearance and housing project to be completed in the United States.

Then illustrative of the industry of Atlanta is the home plant of the COCA-COLA COMPANY. Even more interesting to me would be a visit to the NATIONAL STOCKYARDS, the largest mule market in the world.

What to Buy in Atlanta

Naturally a city the size of Atlanta has fine shops, but, just as naturally, those shops offer about the same merchandise that you find in good stores the nation over; there are very few goods typical of Atlanta. Souvenir shops in the hotels and along the principal streets offer the usual run-of-the-mill souvenirs, and others offer Georgia pottery, handmade rugs, and so on; but for really distinctive articles, I think you will find it more interesting to concentrate on the arts and crafts workshops mentioned here and there throughout the text.

What to Do in Atlanta

There are several recommended eating-places in addition to the hotel restaurants. I usually take it for granted that the hotel restaurants are good, and save space by not writing about them; "southern" cooking should be a feature of any book about the South. However, I want to violate my own rule long enough to mention that one noon I had a grilled reindeer steak that was so good I went back that night for dinner to eat another! But, hotels to one side, the economically minded will find an S. & W. Cafeteria of the usual excellence and another good cafeteria at the Frances Virginia Tea Room, with sit-down service upstairs if preferred. Also well spoken of is the Davison Paxon Tea Room, although I have never eaten there.

Herren's have two restaurants, one downtown at 84 Luckie Street and Herren's Evergreen Farms Supper Club, open from 4 in the afternoon until everyone has gone home in the early morning, which is *not* a dine and dance place but is really reserved for good food (but is 9 miles from the heart of town). The lover of southern cooking as it should be cooked will find it at Venable's, 73 Forsythe Street. This is one of the famous old restaurants of the South.

For THEATRES you should consult the daily paper. There are myriad MOVIE houses.

There is a famous GOLF course at the Druid Hills Golf Club, and four municipal courses as well, of which only the Bobby Jones course has 18 holes. On the three 9-hole courses greens fees are only 25 cents; on the others, $1.

There is SWIMMING in various pools in the different parks, and of course TENNIS at the same parks. All are well run, so consult your hotel as to the most convenient ones.

FOOTBALL is played in season at the various college stadiums, and BASEBALL, likewise in season, at Ponce de Leon Park.

Then, properly to be listed among the annual events is the April dogwood season and Flower Week early in May.

Georgia— 23

FROM ATLANTA TO COLUMBUS

YOUR ROAD FROM ATLANTA IS U. S. 29, WHICH IN LESS THAN 5 MILES will take you to FORT MC PHERSON, a 236-acre reservation, neatly kept like all Army posts, where the polo games in the fall bring crowds from Atlanta. Otherwise it is not too interesting, although the grounds and buildings of the GEORGIA MILITARY ACADEMY at College Park 3 miles further on most decidedly are. There is a dress parade each Sunday afternoon when school is in session. The Georgia Military Academy is one of the 15 honor schools of the War Department.

Just before you reach NEWNAN, a mill town, a detour of 7 miles (and well worth the extra drive) will take you to the HETTIE JANE DUNAWAY GARDENS. This rock garden, covering 20 acres, is one of the largest in the South. With its flowers and reflecting pools, it is a picture you will remember always. BLUE BONNET LODGE, with its terrace and wishing well, is over 100 years old, and you may have lunch, tea, or dinner there (reservations are advisable). Admission to the gardens is 50 cents, and the best season is from April through June.

At MORELAND, 43 miles from Atlanta, I would desert U. S. 29 for Georgia 41, which will lead you to Warm Springs Foundation and also will show you some truly lovely scenery on your way to Columbus. WARM SPRINGS FOUNDATION, 28 miles from Moreland, is known to every American. The reservation now covers 2,200 acres, all the property of the Warm Springs Foundation.

Franklin D. Roosevelt came first to Warm Springs in 1921 and made his first long visit in 1925. He was so benefited by his exercise in the pools that in 1927 he organized the non-profit corporation which now manages the property, establishing at once a fund for the benefit of those who could not afford the regular charges for care. After he became President, the President's Birthday Balls have brought

the Warm Springs Foundation to the attention of the whole country and have done much to stimulate interest in the after-care of infantile paralysis victims.

The springs, which flow at an even temperature of 89° F., are not claimed to have any curative properties. The value lies in the opportunity they afford for the most effective exercise of the affected members and in the cheerful atmosphere of the whole place. The President still finds time to visit the six-room LITTLE WHITE HOUSE at Thanksgiving time, when he invariably carves the turkey for the guests of the foundation. You yourself may swim in the public pool in the summer. The patients' pool is glass-covered so that it can be used at all times.

Between 3 and 4 miles beyond WARM SPRINGS VILLAGE, Georgia 85 will bring you to the PINE MOUNTAIN PARKWAY, past the private 2,500-acre FRANKLIN D. ROOSEVELT FARM, to PINE MOUNTAIN STATE PARK. In spring the park is a marvel of dogwood, azalea, and laurel. PINE MOUNTAIN TAVERN is the recreational center of the park, standing near KING'S GAP, which with its altitude of 1,175 feet is a little higher than TIP TOP (1,037 feet). At Tip Top you join U. S. 27, which is to be your route to Columbus.

Near Tip Top is the PINE MOUNTAIN VALLEY RURAL COMMUNITY, established by the F.E.R.A., where individual homesteads varying in size from 3 to 36 acres are sold on long-term plans. Still somewhat of an experiment, it seems to be rapidly proving a success.

Columbus

COLUMBUS is one of the important cities of Georgia which has not too much to describe for the tourist. Its location on the CHATTAHOOCHEE RIVER, in close proximity to 3 dams supplying enormous power, soon made it an industrial center. Now it ranks second in cotton manufacture among cities of the South and is a great iron center as well.

The town is beautiful, for the old plan has been retained, and the wide streets with their center parkways are shaded by magnificent trees. The business district is small and rather crowded, but the residential sections, particularly those of Green Island Hills and Wynnton, are fine, with many dignified and beautiful houses.

Here is that comparatively rare thing in Georgia, an old house that

can be visited by the public. ST. ELMO, built 1831 or 1832, is one of the finest of the pre-war mansions. It is the one described by Augusta Evans Wilson in her novel *St. Elmo* written in 1860 and still selling. (What a woman!) But it would be more than worth the 50 cents it costs to get in if it had no associations whatever.

FORT BENNING and RESERVATION is the largest infantry post in the U. S. The reservation covers no less than 97,000 acres of the rolling country of west Georgia. Here is located the Army TANK SCHOOL. The various buildings of the post are interesting, and permission to visit the reservation, when it is practical to allow outsiders to do so, is often granted at the POST PUBLIC RELATIONS OFFICE. All visitors must register at OUTPOST NO. 1 and should take due note that the speed regulations for motors are strictly enforced. When the authorities at Fort Benning say "30 miles an hour" they don't mean 31.

The erosion district (or rather the spectacular erosion district) of Georgia can be seen by following U. S. 27 south from Columbus to LUMPKIN 40 miles away. Although all along the route you will see frequent evidences of newly formed gullies, the PROVIDENCE CAVERNS 7 miles west of Lumpkin are the most spectacular. This erosion basin covers more than 3,000 acres, with gorges 300 feet wide and 200 feet deep, and still growing! It is almost unbelievable that so much damage could have been done in the 50 years since the destruction is believed to have started.

Georgia— 24

FROM ATLANTA TO MACON AND POINTS EAST AND SOUTH

You have your choice of two good roads from Atlanta to Macon; either U. S. 41 throughout by way of Griffin and Forsyth or Georgia 42 by way of Indian Springs State Park and Forsyth.

If you elect to follow U. S. 41, you will pass candler field, Atlanta's airport, on the way out of town. Then about 16 miles from Atlanta is a most original and amusing private museum called the fair of 1850. The buildings in which it is housed were brought from various sections of Georgia and re-assembled somewhat in the style of those open-air museums which are such a feature of sightseeing in Scandinavian countries. The main building is very typical of older southern small houses, being constructed on the "breezeway" plan, with an open porch running through the house from side to side like a sort of wide tunnel. Most of the relics on display date from 1850, as the name would imply, but others are of later or earlier date, and are included because of their general interest. Admission 25 cents.

This museum is very near jonesboro, where many incidents from *Gone with the Wind* are laid, although Miss Mitchell says that "Tara" is entirely imaginary. She ought to know. The hastings nursery, of 1,513 acres, about seven miles beyond Jonesboro, offers a gratuitous display of flowers and shrubs, and the georgia experiment station, reached after a drive of 13 miles more, is doing invaluable work in producing better qualities of wheat and cotton for the surrounding country, and is experimenting with many other products as well.

griffin is a textile town with little to detain you unless you are there in the spring, when the municipal park is alight with iris blooms. This is a great region for the growing of pimientos; if you wish to see how they are canned, the pomona products company plant is open to visitors.

BARNESVILLE is known chiefly for an educational institution, the GORDON MILITARY COLLEGE, and FORSYTH for two more, the BESSIE TIFT COLLEGE for women, under the guidance of the Georgia Baptist Convention, and the STATE TEACHERS' AND AGRICULTURAL COLLEGE for Negroes.

If you have elected to follow Georgia 42 from Atlanta, you will join U. S. 41 here. The country will have been about the same in appearance as that along U. S. 41, with little of distinctive sightseeing quality except a giant CORK TREE at MC DONOUGH and the INDIAN SPRINGS STATE PARK about 50 miles from Atlanta. The park covers 152 acres, has an old water-power GRIST MILL, a small MUSEUM of Indian relics, the sulphur spring itself, and, in addition to other things of interest, some really splendid planting by the state forest service. The old hotel, VARNEY HOUSE, was built in 1821 and still has some of the original furnishings.

Seventeen miles from Forsyth your road enters the MEMORIAL MILE. U. S. 41 is part of the old DIXIE HIGHWAY, and this mile has been beautified as a memorial to the World War soldiers of Bibbs County. WESLEYAN COLLEGE is only a bit beyond the Memorial Mile and is one of the famous institutions for the higher education of women not only in Georgia but in the nation. It was the first college in the world licensed to grant degrees to women. It has attracted students from far and near, and there is always a large foreign group in attendance. Among distinguished foreign students were the three Soong sisters; one of them is now Mme. Chiang Kai-Shek, and the other two are hardly less famous.

Macon

This city of over 57,000 is the fourth-largest in Georgia, being exceeded in size only by Atlanta, Savannah, and Augusta, with Columbus, also over 50,000, giving it a close chase. It is located on the OCMULGEE RIVER near the FALL LINE, as the slopes separating the Piedmont plateau and the coastal plains are called. It is a well-planned town with broad streets, many with parked centers. The business district is largely along the river. The pleasant residential districts, with a few ante-bellum houses of great distinction, are on the surrounding hills. On your way into town, U. S. 41 will bring you through about the most attractive one, VINEVILLE, and a left turn onto

Rogers Avenue will soon take you to an outstanding example of Greek Revival architecture in the shape of the RALPH SMALL house, built in 1846. You may enter, as at last accounts the ground floor was being used as a gift shop. (Good one, too, as I remember.)

On Vineville Avenue, which is your road into town, you will pass the COLEMAN-SPEER-BIRDSEY HOUSE, equally notable, but all you may do is pass it, as it is in private hands. The VINEVILLE METHODIST CHURCH, built in 1926, is an unusually lovely example of Greek Revival design.

MERCER UNIVERSITY occupies a 63-acre campus near TATNALL SQUARE PARK and is a little further away from the center of things than the other points of interest I will enumerate. The campus is well landscaped. The buildings, numbering over a dozen, are in modified Georgian Colonial architecture. If time permits, you will find it worth a visit. If time presses, continue down Vineville Avenue to the bifurcation of Hardeman Avenue and Forsyth Street, and then follow Hardeman Avenue to still another Y, the bifurcation of Georgia Avenue and Washington Avenue. Follow Georgia Avenue to the corner of College Street, and a right turn will bring you in front of the WESLEYAN CONSERVATORY, the music department of Wesleyan College (see page 191).

The new WASHINGTON MEMORIAL LIBRARY, a most pleasing building, is almost diagonally across Washington Avenue at the corner of College Street. The bust of Sidney Lanier in the north wall is by Gutzon Borglum. Menaboni did the murals. LANIER'S HOME, of no architectural distinction whatever and not to be visited, as it is in private hands, is near by at 213 High Street.

The CITY HALL, built in 1836 and remodeled in 1933, is interesting, and the MUNICIPAL AUDITORIUM at the corner of Cherry and 1st Streets is magnificent. There is an ART ROOM in the basement where many artifacts from the Ocmulgee National Monument are on display. And, unless you wish to see the MURALS by Menaboni in the CITIZEN'S AND SOUTHERN NATIONAL BANK (you really should—they are excellent), the National Monument is the next thing to see.

THE OCMULGEE NATIONAL MONUMENT is in two parts, about 2½ miles apart. This collection of Indian mounds, only partly explored as yet, is one of the most interesting anywhere. From it an extraordinary idea of Indian life is being patiently gathered by archaeologists, and much light is being thrown on aboriginal customs. Remains of a

stockade and fragments of Colonial implements seem to prove that some of the earliest colonists had a trading-post here in the latter years of the 17th century.

The entrance to the grounds is about two miles east of Macon on U. S. 80, and from the parking space you can get excellent directions for your visit. The monument is still being improved by the National Park Service.

From Macon to Savannah

It is 185 miles from Macon to Savannah, and in the South that is just a nice afternoon's drive. The northerner, accustomed to twisting, crowded roads, is always amazed at the speed possible in the South. *But look out for cattle.*

There is little to describe on the way. The road, U. S. 80 throughout, soon descends to the coastal plain. The district is devoted largely to agriculture or the lumber industry, although there are several kaolin mines along the highway about 10 miles from Macon. Otherwise, except to say that JEFFERSONVILLE is a great pecan market, there is little to note about the road for the 55 miles from Macon to DUBLIN, which is a lumbering center.

Another 50 miles or so beyond Dublin you will pass on your left the CANOOCHEE BAPTIST CHURCH, built in 1818 and unaltered since, and 30 miles more brings you to STATESBORO, an industrial town which is at the same time a center for the hunter and the fisherman.

Then through swampy land until you cross the OGEECHEE RIVER, only 21 miles from Savannah, and finally past the POPPY GARDEN, 5 miles out of town. The gardens are at their best in the summer; they were originally planted with seed brought from France by a Gold Star Mother.

From Macon to Brunswick

The road from Macon to Brunswick is U. S. 341 throughout. Like the road to Savannah, it offers little to describe but it does offer a lot to see. It will take you through one of the great peach-growing sections of the state. In late March and early April the landscape is one gorgeous bouquet of deep-pink blossoms. The harvesting season for early varieties begins in late May and continues into July.

At PORTERFIELD, an estate only 8 miles from Macon, the owner has

planted a ROSE GARDEN which is generously open to the public. It is a beauty spot and is also a serious work for the testing of those varieties which will grow best in southern soils and climate. Just beyond Porterfield begins another MEMORIAL MILE of landscaped highway.

There is an old-fashioned POTTER'S SHOP at ECHECONNEE where a hand wheel is still in use and where many articles of good color and design are on view (and also on sale). At CLINCHFIELD the cement plant is open to visitors. It is interesting if, and only if, you are unfamiliar with the processes of cement manufacture. The quarry face stretches for about half a mile.

The twin towns of HELENA and MC RAE are so closely linked that you probably will not know when you leave one to enter the other. Near McRae is LITTLE OCMULGEE STATE PARK, still under development, and LUMBERVILLE on the Ocmulgee River is a great shipping point for pine and hardwoods.

At BAXLEY you cross U. S. 1 (see page 168), and here you should begin a sharp lookout for livestock along the roadside. At JESUP you cannot help admiring the superb oaks that shade the streets (LOVER'S OAK is said to be one of the oldest trees in the state). Brunswick (see page 163), 40 miles further on, marks your junction with U. S. 17.

Macon to Western Florida (Tallahassee)

This route follows U. S. 41 to ECHECONNEE and then follows Georgia 49 to Fort Valley and the Junction with U. S. 19 at Americus. There is nothing to say about FORT VALLEY except that it is in the peach-growing section, and that consequently the country is beautiful in spring. MARSHALLVILLE has some good examples of ante-bellum architecture, two of the best being on Main Street, all being private. The highway on either side of Marshallville has been landscaped for 5 miles as a memorial to the early settlers.

There are many lovely VIEWS between Marshallville and Montezuma, as the road follows the ridges and hillsides above the FLINT RIVER VALLEY, one of the prettiest in the state. MONTEZUMA is a great peach-shipping center.

At ANDERSONVILLE is the ANDERSONVILLE NATIONAL CEMETERY, with the graves of nearly 14,000 soldiers. Many of them died in the ANDERSONVILLE PRISON, and in the ANDERSONVILLE PRISON PARK, marking the site, many monuments have been erected in memory of the dead.

Although all historians agree that conditions in the prison were appalling, there is still great disagreement as to who was directly responsible. Probably the most interesting thing in the park is PROVIDENCE SPRING which, the soldiers imprisoned there had good reason to believe, as they devoutly did, appeared as a direct answer to prayer.

From AMERICUS (not at all a tourist town and too busily prosperous to care in the least) you follow U. S. 19 to ALBANY, another busy town which is rapidly assuming the appearance of a resort on account of the proximity of RADIUM SPRINGS, flowing 70,000 gallons a minute at the constant temperature of 68° F. There is swimming here, an excellent golf course and the other usual refinements of resort life, in addition to excellent hunting for wild turkey, quail, and doves.

THOMASVILLE is noted for the number of fine ante-bellum houses in and near the town. Even if it were not a town where the very telephone poles are covered with climbing roses, it would still be a sight worth going far to see. And in addition to the roses, celebrated each year by the ROSE SHOW on the last Friday in April, some of the finest oaks in Georgia shade Thomasville's streets. The GREAT OAK is estimated to be 250 years old and has a trunk 21½ feet in diameter.

Most of the fine old houses are in private hands but some of them are open during the Rose Show—which attracts some 30,000 visitors each year! Among the ones open at that time are BOXHALL, HOLLYWOOD PLANTATION, MILLPOND PLANTATION with 60 miles of private driveway, ELSOMA, MELROSE with its white, pink, and rose gardens, PEBBLE HILL with the "Million Dollar Barn" where the cows listen to the radio while being milked, WINSTEAD, and a bit further away the 20,000-acre GREENWOOD, with its palm garden.

Even if you cannot be there during the Rose Show to see the plantations at their best, you can still get an excellent idea of their extent and some beautiful views of the grounds by driving the 13 miles of the PINE TREE BOULEVARD, which completely encircles the town.

And one of the things you must see is the Vashti Industrial School, where girls of the neighborhood receive a good high school education and instruction in arts and crafts, as well as lessons in home economics.

I have heard good reports of the Terrace Tea House, and of the meals (and accommodations) at the fashionable Three Toms Inn.

South of Thomasville

Your road from Thomasville depends largely on your ultimate objective. U. S. 319 will take you to Tallahassee (see page 259) 35 miles away. If you are in a hurry to get south into Florida, U. S. 19 will take you directly down the west coast of that state through Monticello (see page 259).

To reach the east coast of Florida you will probably do better to follow U. S. 84 to VALDOSTA. This prosperous railway center is also the scene of diversified industries, of the Valdosta branch of Emory Junior College (there is another branch at Oxford—see page 179), and of GEORGIA STATE WOMAN'S COLLEGE.

From Valdosta, U. S. 41 will take you to Lakeland (see page 245) where it crosses U. S. 90 to Jacksonville.

A Few Statistics of Georgia

Area: 59,265 square miles. *Population (1940):* 3,123,723. *Capital:* Atlanta. *Boundaries:* Tennessee and North Carolina on the north, South Carolina and the Atlantic Ocean on the east, Florida on the south, Alabama on the west. *Government:* General Assembly, consisting of a Senate of 51 members and a House of Representatives of 205 members, meeting biennially in odd years. *Climate:* Varies with the character and altitude of the country. The summers are hot and the winters mild, but the summer heat is rarely oppressive. In Atlanta the mean temperature is 43 in January and 78 in July. *Nickname:* The Cracker State. *Rainfall:* About 48 inches annually. *Largest city:* Atlanta, population 302,538. *Rank among the states in area:* 20th (largest state east of the Mississippi). *Rank among the states in population:* 14th. *Density of population per square mile:* 52.7. *Cities over 10,000 in population:* 19.

A Little History

1540 Hernando de Soto marches through Georgia on his way from Florida to the Mississippi.

1560 Tristan de Luna searches for gold in North Georgia, where it is eventually to be found nearly 300 years later.

1562 Jean Ribaut explores the Georgia coast.

1566 The first Spanish fort is built on St. Catherines Island, then called Santa Catalina.

1573 A Spanish mission is built on Cumberland island by the Franciscans.

1663 Charles II grants the present territory of Georgia to the proprietors of Carolina.

1689 In a desperate attempt to reinforce the defenses of St. Augustine, all missions are abandoned and all Spanish forces withdrawn.

1721 The first English settlement, Fort King George at the mouth of the Altamaha River, is established.

1733 Oglethorpe establishes a settlement at Yamacraw Bluff, now Savannah.

1734 A colony of Bavarians settles at Ebeneezer.

1735 Augusta is founded, and a ban on rum and slaves is established.

1736 John and Charles Wesley arrive. Charles returns to England the same year, and John the following year.

1742 Oglethorpe defeats the Spaniards at the Battle of Bloody Marsh, thus definitely breaking the last vestiges of Spanish power.

1749 The action of 1735 is rescinded and the introduction of slaves is permitted.

1751 First Colonial Assembly convenes at Savannah.

1763 The boundaries are extended to Florida on the south and the Mississippi River on the west.

1775 The first Provincial Congress meets at Savannah.

1776 Three Georgians, Lyman Hall, George Walton, and Button Gwinnett, sign the Declaration of Independence.

1777 The first state constitution is ratified.

1779 The British having captured Savannah, the seat of government is moved to Augusta. The British capture Augusta, but are forced to evacuate it a month later.

1781 The war has laid a heavy hand on Georgia. There has been heavy fighting at Savannah, and Augusta has again been captured. Troops under the famous Light-horse Harry Lee free the town.

1782 The British withdraw, and Savannah again becomes the capital.

1786 Sea Island cotton is introduced.

1787 The boundary between Georgia and South Carolina is established.

1793 Eli Whitney invents the cotton gin.

1798 An act of Congress separates Georgia and Mississippi.

1804 The capital resumes its wanderings, this time to Milledgeville.

1818 The Tennessee boundary line is established.

1819 The *Savannah,* the first steamer to cross the Atlantic, sails from Savannah for Liverpool.

1828 Gold is discovered in north Georgia.

1833 The Alabama boundary line is established.

1860 The population is now over 1,000,000. Strong secession sentiment becomes evident.

1861 Georgia secedes from the Union.

1864 Sherman occupies and burns Atlanta, and makes his famous march to the sea.

1865 Jefferson Davis is captured near Irwinville.

1870 Georgia is readmitted to the Union.

1877 The present state constitution is adopted, and Atlanta becomes the state capital.

Florida— 25

JACKSONVILLE AND POINTS NEAR BY

A VAST MAJORITY OF THE TRAVELERS ENTERING FLORIDA DO SO EITHER by U. S. 1 or U. S. 17 if traveling by motor, both of which roads lead to Jacksonville, and by the same Jacksonville gateway if traveling by rail, ship, or air. But before describing either of these routes I would like to give a few hints on Florida in general.

Snakes

There are poisonous snakes in Florida, but it is a hundred to one that you will never see one except in a pen beside a filling station or a roadside stand. I am mortally afraid of snakes. When I went to Florida to live I spent my first sixty days in complete terror of them, and the next six years in complete forgetfulness of them. And yet I lived in the country, where theoretically they must have been all around me.

The most publicized of the Florida snakes is the rattler, which grows to great size, often 6 feet long or so. Three feet away you are perfectly safe, for he cannot strike more than half his own length.

The water-moccasin is the thug of the serpent world. He is ugly and has a nasty disposition. He hangs around swamps and the banks of streams, usually in places where you will find walking so uncomfortable that you won't be there.

The little coral snake is so pretty with his circles of black and red that it is impossible to believe there is any harm in him. He is the most dangerous of the lot just on this account; but he is rare, and again likely to be far from any place where you will probably be. After all, rattlesnakes and copperheads, both poisonous, live within sight of New York City, but I never think of them when I walk down Fifth Avenue.

Alligators are very scarce and very timid. It is rare indeed that any 'gator can be found in a large stream, and almost as rare to see one in one of the smaller streams that wander over the state. If you want to see alligators, I am afraid you will have to be content with those on display in one or another of the alligator farms where they are raised commercially for eventual conversion into handbags and briefcases.

There are many lizards, none of which is poisonous. The little one called a chameleon, with the fascinating ability to change from bark brown or grey to leaf green according to where he is awaiting a passing insect, is the most amusing. They are friendly little beasts which get along nicely on a live-and-let-live basis with humankind.

Driving in Florida

Florida roads are good, and straight, and invite to speed and more speed. I advise you to reject the invitation, even though it means seeing other cars go whizzing past you. Excess speed is dangerous and also tiring, and it has a peculiar hypnotic effect that soon makes it almost impossible to stop to look at something, no matter how fascinating that something may be.

A peculiar danger to speed in north and central Florida are the cattle which roam the highways. For this is a great cattle-grazing state, where herds roam at will over large sections, a favorite feeding place being the grass-grown shoulders of the main highways. *If you see cattle beside the highway, slow down.* Any one of them may decide to cross the road at any minute. Don't throw away your life trying to out-guess a cow. These roving cattle are said to be the greatest source of motor accidents in many parts of the state.

U. S. 1 is direct, more or less, from Waycross, Ga., to the St. Marys River, and still runs almost straight from that river to Jacksonville, with little to describe on the way.

The first sight of Florida is usually a mild shock. Somehow the visitor expects that crossing the state line will change the entire landscape—and quite naturally it doesn't. On both sides of the line he finds the same pines, the same scrub palmetto, the same Spanish moss hanging from the trees. And when this landscape continues for mile after mile without a change, it is even more of a shock, for he remem-

bers every picture he has seen of the noted beauty spots of the state and subconsciously feels that it all ought to look like that. And it doesn't.

It takes time to discover that the landscape, flat and uninteresting at first glance, has such a real beauty of its own that the old adage is reversed: that familiarity, instead of breeding contempt, breeds appreciation ripening into love on longer acquaintance. And if the tourist will only leave the main highway occasionally for a secondary road, if he will sometimes desert the great resorts for the quiet of an inland village, if he will pause to glimpse the lakes, the flight of great birds, the flowers that *do* grow beside the road for the unhurried to see, he will find gentle beauty on every hand.

If you enter Florida by my favorite route from the north, U. S. 17, you will enter the state when you cross the bridge over ST. MARYS RIVER. A drive of a few miles further south will bring you to YULEE, of no particular importance to you except as the junction of U. S. 17 and Florida 13, which will take you to FERNANDINA.

If you enter Florida by some other route and can find time for it, you might spend an afternoon or a morning making Fernandina a side trip from Jacksonville.

This old town, now a great fishing port for shrimp and menhaden and important industrially on account of its pulpwood, was once the most important seaport of the state. It was a Spanish port as early as 1686. It rose in importance until the consuls of 14 nations had offices there. But with the building of new railroads which diverted the traffic to other points, Fernandina at last had to yield the palm to Jacksonville.

The town is much neglected by tourists, which is a pity. There is quite a bit to see there. The fishing fleet is picturesque and the town has many mementoes, large and small, of its former greatness. On the modern side the traveler will almost surely be interested by the SHRIMP DOCKS where the catch is iced and packed, and on the ancient side by the remains of OLD TOWN, a little north from the modern city, and the site of the first settlement. Here, at the foot of Estrada Street, are the remains of Fort San Carlos, built some time after 1784, now only a few crumbling walls. Far better preserved is FORT CLINCH, standing in FORT CLINCH STATE PARK, a tract of 980 acres. Fort Clinch, begun in 1847 and finished in 1861, is considered

an outstanding example of brickwork. At the beginning of the Civil War it was occupied by the Confederates, but in 1862 it was taken by Federal troops and held by them for the duration of the conflict.

There is a curious story about BOSQUEBELLO CEMETERY. They say that a sea captain's loving widow would go to the cemetery every day to place fresh flowers on his grave—and that every day another woman would remove the wife's flowers and substitute her own! Eventually the widow had to get a court order to make her stop.

Jacksonville's resident population of 174,336 makes it the largest city in Florida, although winter visitors swell other towns to far greater numbers during the winter months. It is still the commercial center of the state. Its docks along the St. Johns River and its great railroad freight yards are always scenes of bustling activity.

Although Jacksonville is the descendant of a settlement at least 150 years old, there are few old buildings, for a fire in 1901 practically wiped out the town. If you wish a reminder of the old days, go to the corner of Bay and Liberty Streets, where a bronze marker registers the site of "Cowford," the settlement founded here in 1790.

But probably you will be more interested in the modern city. Few traces are left of the old one, and a mere marker makes it difficult to visualize an ancient site. If you come into town over U. S. 17, it will lead you down Main Street, and here are some pretty things to see. On opposite sides of the street you will pass Confederate Park, bright with palms and flowers, and Waterworks Park, easily distinguished by the waterworks which give it its name. Waterworks Park is quite a tourist center, with shuffleboard, horseshoe pitching, and pleasant shaded benches for just plain loafing. "Big Jim," the whistle on the waterworks which blows at seven in the morning, noon, and five in the afternoon, is a Jacksonville institution.

Main Street ends at Bay Street, which runs at right angles to it along the waterfront, and most of the hotels and stores are in the great square formed by Main Street on the east, Bay Street on the south, Broad Street on the west, and State Street on the north. If you come into town over U. S. 1, you will drive along State Street.

The heart of this square of streets forming the hotel and business district of Jacksonville is pretty little Hemming Park. It is a charming oblong, with flowers, great palms sadly misnamed "cabbage

palmettos," live oaks, and camphor trees. If you crush the leaf of a camphor tree (when a policeman isn't looking) you will know from the smell why it is so named. These trees were the source of camphor (they were originally imported from the Orient) until someone invented a cheaper way of making it synthetically.

Bay Street, although it has some retail stores on it, is more important in the wholesale world. It leads to the splendid UNION DEPOT, and at Bay and Hogan Streets is the BUS TERMINAL, where most of the greater bus lines drop their passengers.

Forsythe Street runs parallel to Bay Street a square further from the waterfront. On this street and Adams Street, still another block further from the river, are grouped many of the better hotels, shops, and business buildings of the city. Going east on Adams Street you will see the CITY HALL, the COURT HOUSE, and the MUNICIPAL STADIUM.

West on Adams Street will bring you into a very different sort of world, for once Broad Street is crossed you will be in the Negro section of town. Once a vast slum, this part of the city is being reclaimed by a slum clearance project. Let me hasten to say that not all Negroes live in slum conditions. Many members of that race have wealth and position and live in houses that compare favorably with the best in the city.

At Stuart and 19th Streets is the CROWDY NEGRO CHURCH, or, as this simple little structure is properly called, the Church of God and the Lambs of Christ. There is a meeting nightly at which whites are welcome. This peculiar sect, founded in 1908, seems to have much in common with the movement which assumed considerable importance in Germany before the war of 1914-18, and which established itself in this country in a small way as the Holy Rollers. Certainly many of the manifestations are similar, particularly the peculiar twitchings and contortions, and the "speaking with tongues," when worshipers suddenly deliver themselves of streams of gibberish intelligible perhaps to the speaker, but hardly to anyone else.

If you leave Jacksonville by U. S. 17 for points further south, it will take you through RIVERSIDE, as one of the finest residential sections of the city is called. If you are going to continue your trip south by the route along the coast, you should drive to Riverside anyway, as it is too pretty to miss. Here in MEMORIAL PARK is the WAR MEMORIAL

FOUNTAIN, a bronze group designed by a Jacksonville sculptor, Adrian Pillars, beautiful in itself and exquisitely placed against the broad river background. Just beyond Riverside is the Southeastern Naval Air Base. This base—one of the largest in the world—is one of the new military developments in Florida under the national defense program. Auxiliary bases will be located elsewhere, including the huge aircraft carrier basin at Mayport, and the station at Banana River, near Cocoa.

Not to be missed are two things that are best seen on your way out of town along the coast routes. One is the great ST. JOHNS RIVER BRIDGE (toll 25 cents), one of the largest vertical lift bridges in the United States, and the other is the lovely Oriental Gardens on San Jose Boulevard in South Jacksonville, across the river from the city. These 18 acres have been planted with semi-tropical flowers and vegetation in the general style of a Chinese garden. Besides being beautiful and well located on the banks of the St. Johns, they are of great interest. A citrus grove is maintained here. Admission is 40 cents daily between 9 and 5:30.

What to Buy in Jacksonville

I can think of no particular local product, although many interesting little souvenirs, from boxes large and small of citrus fruits to live baby alligators, can be found in the various souvenir stores.

The shops of Jacksonville are what you would expect to find in a prosperous city of this size with a large floating population for a third of the year. Window shopping in the neighborhood of Forsythe Street, Adams Street, and Hemming Park is your best bet.

What to Do in Jacksonville

GOLF is available on the Municipal Links on Golfair Boulevard and on four other private courses, the greens fees ranging from 75 cents to $2.

There are DOG RACES at frequent intervals between December and April.

TENNIS on municipal and private courts usually costs 30 cents an hour in the daytime and 40 cents an hour at night.

SWIMMING is popular, in any of several pools or at the beaches twenty miles away, where both pools and surf are available.

SPEED-BOATING is fun on the St. Johns.

There is SHUFFLEBOARD, HORSESHOE PITCHING, and mild sports of the like in Waterworks Park, and at Jacksonville's beaches.

As you would expect, there are good RESTAURANTS in the large hotels and DANCING at most of them in the evening. For just eating good food I have heard Berney's Restaurant recommended, and Harry Howell's specializes in seafood.

Florida — 26

ALONG THE EAST COAST FROM JACKSONVILLE TO MIAMI

THE MAN IN A HURRY WILL TAKE U. S. 1 BETWEEN JACKSONVILLE AND St. Augustine. The road is good, practically straight, and very dull. The man not in a hurry has the choice of two other routes. One will take him south over Florida 47 along the banks of the St. Johns, and here a short detour will take him into MANDARIN, where he can see the winter home of Harriet Beecher Stowe. From Mandarin he can rejoin U. S. 1 at BAYARD, or he can continue along the river through ORANGEDALE, whence it is some 21 miles to St. Augustine over Florida 48.

I prefer the route along the coast. A drive of 18 miles on Florida 78 will bring you to ATLANTIC BEACH. Atlantic Beach, NEPTUNE BEACH, JACKSONVILLE BEACH, and PONTE VEDRA form what is in one respect a single resort six miles long, for it is hard to tell where one leaves off and the other begins.

But before going south I would make a short detour north from Atlantic Beach to MAYPORT, a fishing village where gracefully looped nets drying in the sun always make the camera enthusiast use up a lot of film. Here too is the RIBAULT MONUMENT, marking the spot where a party of French Huguenots arrived in 1652. Every Easter Masonic services are held at the monument at dawn. This monument will be moved (and the services will naturally move with it) to make room for the new navy air base, with berths for two aircraft carriers, landing fields, shops, hangars, and so on.

Turning south again, if the tide is low, I would drive along the beach. But don't try to race, especially in the summer when the beaches are crowded, for this part of the state is a noted summer resort for people from other parts of the south—an excellent recommendation for the Florida summer climate.

The Shack 2 miles north of Jacksonville Beach is famous for shrimp and chicken. Six miles from Ponte Vedra, Michler's pier extends 300 feet into the sea and is a noted place for fishing. The admission is 25 cents.

Unfortunately there are few views of the ocean south of Ponte Vedra, as the dunes intervene, but you will get many views of the canal and channel followed by small pleasure craft on their way south.

St. Augustine

When Ponce de Leon discovered Florida in 1513 he was looking for the Fountain of Youth, and the visitor of today can find what is alleged to be that miraculous spring in the FOUNTAIN OF YOUTH PARK, the first sight that the traveler from the north will pass on his way into town. Probably he will find the park more interesting for its gardens, its Indian Stockade, and its Indian Burial Ground than for the fountain itself.

Two other principal sights of the town are at the northern entrance. Here are the CITY GATES, built in 1804, which the traveler will pass on his way into town, but more interesting, and to be seen ahead of everything else in St. Augustine, is Fort Marion.

FORT MARION, or Fort San Marcos, was begun in 1672 and finished in 1756. It is the oldest fort in the United States and as such was made a national monument in 1924. Admission is 10 cents.

The fort was built of Coquina Blocks from Anastasia Island, with walls 12 feet thick at the base and 7 feet thick at the top. It was originally called Fort San Marcos by the Spaniards who built it, but when the English captured the fort in 1763 they called it Fort St. Marks, until possession was restored to the Spaniards twenty years later. It was not named Fort Marion until the Americans took it over in 1825.

During the Seminole wars the fort was used as a prison, and here, among others, the great chief Osceola was confined.

While you are near the fort and the city gates, you might care to glance at the ZERO MONUMENT marking the end of the old Spanish Trail which once led to Pensacola and thence to California.

The St. Augustine Restoration Committee is doing a grand work for us in preserving many of the old relics which give this ancient

city its peculiar atmosphere. While I will conscientiously list here some of the more important ones which you may wish to visit, I would also advise you to park your car somewhere and just wander at will through the narrow streets of the old town.

St. George Street will lead you from the City Gates to the Place of the Constitution, or PLAZA DE LA CONSTITUCION, the central square of the town where many of the greater sights are grouped. At one end of the square is the shed-like OLD SLAVE MARKET built in 1824, and here too is the old CATHEDRAL built in 1797, damaged by fire in 1887, and since restored. The parish records run back to 1594.

Most of the other sights are within easy walking distance from the Plaza. On St. George Street, at No. 14, is the OLD WOODEN SCHOOL-HOUSE, a one-story building with an old and interesting Spanish kitchen (admission 10 cents), and at No. 54 of the same street is the HOME OF JOHN PAREDES, built of coquina in 1805, the property of the St. Augustine Historical Society, and now housing a noted curio and antique shop.

The OLD SPANISH TREASURY (admission 25 cents) houses a collection of old furniture and old Spanish relics. The DON TOLEDO HOUSE is typical of Spanish homes of about 1800, and the FATIO HOUSE has interesting old slave quarters.

St. Augustine claims to be the oldest city in the United States (a claim that is disputed, by the way), so it is fitting that it should also claim the OLDEST HOUSE IN THE UNITED STATES. Built in the late 1500's, it is open from 9 to 6 daily. The admission is 25 cents, but includes entry to the Webb Memorial Library next door, with its collection of Floridiana, and to the Casa de Cannonosa, or House of the Cannonball, so called because a cannonball is said to have gone straight through it during an attack in 1740! Another cannonball may still be seen sticking in the wall.

The U. S. Government building is housed in the old SPANISH GOVERNOR'S MANSION. The locally famous VILLA ZORAYDA built in an imitation of Moorish architecture will interest you if you like imitation Moorish architecture and if you like the collection of Oriental objects which it contains.

On the more modern side you should see the FLAGLER MEMORIAL CHURCH and certainly the PONCE DE LEON HOTEL. This is an imitation that was really a success. Built in 1889 in Spanish-Moorish style, it

has been considered a masterpiece and still is. Just old enough to be a little mellow, it fits its setting perfectly, and instead of looking like an importation it looks as if it belonged there. The PATIO is exceptionally beautiful.

At St. Augustine is the largest ALLIGATOR AND OSTRICH FARM in the world, with special emphasis on alligators. The 'gator population of the farm averages about 6,000 specimens. Ostriches are not the feature they were when no hat was complete without a plume, but they are still there, and so are snakes and turtles.

In addition to the hotel restaurants, there are several other good ones in St. Augustine. If, when driving or walking, you see a fair-sized box-like land turtle making his dignified and deliberate way across the road, you are looking at a "gopher." "Gopher stew" is a gourmet's dream, and is well served at Master's Restaurant on Fridays. They specialize in seafood as well. The Prince Murat Coffee House, serving good local and other dishes, is housed in the erstwhile RESIDENCE OF PRINCE ACHILLE MURAT. The building is locally famous as a sight. The reasonably priced Trading Post overlooks Fort Marion and the Matanzas River, and I have heard the food well recommended.

What to Do in St. Augustine

The town offers every amenity of resort life. There is splendid BATHING at St. Augustine Beach. TENNIS, GOLF, and SAILING can be arranged by your hotel. There is of course good FISHING, although the grounds to the south may be more famous.

What to Buy in St. Augustine

This is a good center for antiques, not just American but Spanish and Spanish Colonial as well.

Local curios are for sale in the various gift shops, and many of the smart stores have branches in and near the better hotels.

South from St. Augustine

U. S. 1 is again the most direct route south, and I would avoid it between St. Augustine and Daytona, just as I would between Jacksonville and St. Augustine, and take Florida 140 right along the coast instead.

ORIENTAL GARDENS, JACKSONVILLE

OLD SLAVE MARKET, ST. AUGUSTINE

FEEDING A TURTLE—MARINE STUDIOS, NEAR ST. AUGUSTINE

DAYTONA BEACH

To reach this road you leave town by the BRIDGE OF LIONS (so called from the decorations at the city end of the bridge) over the MATANZAS RIVER. Like the other rivers along the Florida coast, this stream is really not a river at all but rather an inlet in the sea running parallel with the beach behind the coastal dunes. After crossing the bridge you will be on ANASTASIA ISLAND, and shortly after passing St. Augustine Beach you will reach the great ANASTASIA ISLAND LIGHTHOUSE, 165 feet high.

An OLD SPANISH CHIMNEY AND WELL marks the site of the barracks which housed the men who built Fort Marion and Fort Matanzas. The latter structure was erected in 1736 to protect Matanzas Inlet, the southern entrance to St. Augustine by water. The old fort is now a national monument. It is not so interesting as the larger one at St. Augustine, and I feel that I can risk the enmity of some Florida friends by advising you to pass it up.

You will need the time, and more, which you would have spent at Fort Matanzas, for the MARINE STUDIOS at MARINELAND. This aquarium consists of two enormous tanks. You look through portholes to see porpoises, sharks, swordfish, sea turtles, and other inhabitants of the sea living just about as they must at home. The admission is $1, and it is certainly worth it. The sight is at its best at feeding time, 11 A.M. and 4 P.M. The Marine Studios are open daily from nine to six.

At FLAGLER BEACH there is a 600-foot fishing pier where you may try your luck at catching bass, pompano, mackerel, sea trout, whiting, drum fish, and flounder; and then a few miles south is ORMOND BEACH, with a year-round population of 43, although it is a noted winter resort. The resort consists chiefly of a couple of huge hotels and a few smaller ones, but the chief interest is in the winter home of John D. Rockefeller, Sr. Every winter at "The Casements" he devoted himself to collecting years of life the way other people collect postage stamps. He tried for a century—and nearly made it.

ORMOND, across the Halifax River from Ormond Beach, is located on the mainland. It is just a nice residential town, delightful for a long or short stay, with nothing to offer the sightseer but a view of the ORMOND TROPICAL GARDENS. These, however, are worth while. Here are 116 acres of tropical trees and shrubs, of which about a quarter of a million specimens are on display. Admission is 25 cents.

If the tide is low you can drive to Daytona by the famous DAYTONA BEACH. Steer a middle course, avoiding both the water's edge or the dry sand along the edges of the dunes. If the beach is covered with "pink sand" exercise caution, as it is apt to be soft. If you see many other cars on the beach, proceed with confidence. If you happen to park on the beach and a shower comes up, keep moving or leave the beach altogether, or you may find that the rain has softened the sand and let you gently down to the axles. And don't get caught on the beach by a rising tide. No matter how much you enjoy a sea bath, your car won't.

A few years ago three resorts—Seabreeze and Daytona Beach on the ocean and Daytona on the mainland—combined as a single administrative unit under the name of DAYTONA BEACH. The city is bisected by the usual lagoon behind the ocean-front dunes, here called the HALIFAX RIVER. It is part of the long Intracoastal Waterway from Jacksonville to Miami. In general the residential and resort portions of the town are on the beach and the business section is on the mainland.

The town is particularly lovely in the spring. It is famous for its oleanders; the streets are great bouquets from March until late summer.

The great sight of Daytona Beach is the beach itself, where the motorist can drive for 23 miles over packed sand. Here Alexander Winton established a world record in 1903 by driving a car at 68 miles per hour, and here in 1935 Sir Malcolm Campbell established another by driving his "Bluebird" at 276 miles per hour.

Otherwise sights are few. There are the remains of some old sugar-mill machinery on a lawn at the corner of South Ridgewood and Loomis Avenues. It is early 19th century, but no one knows just how old it is or how long it has been there. It is hardly a thing I would advise you to make an effort to see.

ST. PAUL'S ROMAN CATHOLIC CHURCH, erected in 1927, with a tower that dominates the town, houses relics of St. Teresa brought from Rome. The BETHUNE-COOKMAN NEGRO COLLEGE, maintained by the Methodist Episcopal Church, is one of the first private institutes for the higher education of Negroes to have been founded in the South. With a faculty of 30 and an enrollment of about 700, it concentrates its attention on the training of teachers.

There is a recreation center on CITY ISLAND in the Halifax River, but most activities center about OCEANFRONT PARK along the beach, although the mile-long RIVERFRONT PARK along the Halifax should not be neglected by those who love a beauty spot.

At Oceanfront Park they had to have a boardwalk, for no resort is complete without one. But as it was to be built of concrete and as a concrete boardwalk is an obvious absurdity, they sensibly transposed a letter and called it the BROADWALK. Along the Broadwalk you will find the coquina rock STADIUM and the AMUSEMENT PIER.

What to Do in Daytona Beach

About the only restaurant, outside of the hotels, that has been recommended to me is the Garden Grill. I have never eaten there, but have heard that the food is extra good and reasonable in price.

SWIMMING from the famous beach is the great feature of the town's life. For the early-rising summer visitor (and Daytona Beach is quite a summer resort) there are CALISTHENICS (free) every morning on the beach from 7 to 7:30.

GOLF (18 holes) is available at the Daytona Golf and Country Club and at the Seabreeze Golf Course.

FISHING costs 25 cents from the Amusement Pier, and is free and popular from the bridges across the Halifax River.

There are two courts for SHUFFLEBOARD and two for LAWN BOWLING, and naturally courts for TENNIS.

Boats can be hired for DEEP SEA FISHING, rates varying according to size and the time spent aboard.

There are BAND CONCERTS nightly in the Oceanfront Park from January to March and three times weekly during the summer.

From Daytona Beach south you should follow U. S. 1. There is little to describe about this citrus region, or about the first towns you will pass, PORT ORANGE and NEW SMYRNA. At Port Orange are the ruins of a big sugar mill, and at New Smyrna the Florida State Historical Society has made itself responsible for the upkeep and protection of the ruins of the MISSION ATOCUIMI, built somewhere around 1690-1700. Admission is 25 cents. From New Smyrna a short detour will take you to CORONADO BEACH, a pleasant small resort not particularly interesting otherwise.

TITUSVILLE is a citrus-shipping center at the head of navigation on

the INDIAN RIVER, which is really a lagoon with numerous entrances from the sea, stretching south for about 100 miles along the coast. It is part of the Intracoastal Waterway, and Indian River oranges are famous wherever citrus fruits are known.

From Titusville you might enjoy a detour to CAPE CANAVERAL and its LIGHTHOUSE. The same detour can be made from COCOA, a citrus-shipping point with ROCKLEDGE, a resort village, just to the south. If you make this detour from Cocoa, you can follow Florida 140 south along the dunes until you rejoin U. S. 1 at MELBOURNE, named by a homesick Australian, a great point for hunting parties to depart for the wild lands of the interior near the head of the St. Johns River.

There is little to note about the 33 miles of road between Melbourne and Vero Beach. Near the small resort of SEBASTIAN is a bird refuge called appropriately PELICAN ISLAND, and that is about all.

VERO BEACH is becoming more and more popular. A recreation center with the inevitable shuffleboard has been developed in POCAHONTAS PARK, and just south of the town are the famous MC KEE JUNGLE GARDENS. Admission is free to children under 14. For adults it costs $1, and is well worth it. The gardens are exquisite and well kept. Here are rare orchids, ferns, and flowering vines in profusion, while exotic waterlilies float on the surface of the pools. In an enclosure are alligators, parrots, and monkeys, and many native birds have made the gardens a refuge.

FORT PIERCE is again a citrus center, with no particular sights except some cannon and anchors salvaged in 1929 from wrecks on the reef north of town and now mounted here and there in front of the public buildings. The town is near the north end of Lake Okeechobee. As the Seminole Indians of the region are said to be passionately addicted to shopping in Fort Pierce's "Five & Dime," a few Indians are occasionally seen in the streets.

South of Fort Pierce, U. S. 1 becomes just as much of an eyesore as possible near all large cities. It is lined with cheap stands, neon signs, billboards, and everything possible to make it ugly. At these points the drive is not to be enjoyed, but to be endured for the sake of the beauty to which it will eventually lead.

In the spring you should look out for the great blossoms of the PRICKLY PEAR, each one a big yellow bouquet in itself. In the fall, from August to October, this section is visited by an occasional hur-

ricane, a thing that need worry you at no other time and not much then, for there is always ample radio warning and hurricanes are rare visitors.

STUART is a famous center for shark fishing, and it is interesting to see how they make use of every fragment of these sea monsters. The fins are shipped as a delicacy to far-off China. The rest is used in different ways at home. The sea-gulls of Stuart gather near the railroad when a passenger train is about to cross the bridge, in hopes of catching any scraps that may be thrown from the dining car. They swear that the gulls even know the passenger schedules, and that all freight trains are ignored. It is a nice story, even if it does give my credulity a sharp pain.

From JUPITER the highway runs along the sea for some distance, with frequent glimpses of the ocean.

WEST PALM BEACH was built as the business and railroad center for Palm Beach, but has now developed into a resort in its own right. It really dates from 1893, when the Florida East Coast Railway reached it. In 1894 when the town was incorporated, it had about a thousand inhabitants, and now has a population of about 30,000. The town took a great up-swing when the WEST PALM BEACH CANAL, connecting the town with Lake Okeechobee and the Everglades district, was built, opening up a rich hinterland to agriculture.

The FLAGLER MEMORIAL BRIDGE, a concrete structure opened in 1938, connects West Palm Beach and the very haughty PALM BEACH on the ocean. This resort is almost closed to the casual tourist. The golf course, the tennis courts, Bradley's Casino, most of the numerous clubs, and many of the stretches of beach are all private except to members and guests. There are no commercial parking lots or tourist camps, and trailers are allowed to sully the streets of Palm Beach for one hour only.

But although a lot of Palm Beach is closed to you (and me), there is still so much beauty there that a visit is obligatory. You can drive through, of course, but I would be more inclined to leave my car in West Palm Beach, walk across the bridge, and either prepare for a long walk through Palm Beach or hire a rolling chair, which is Palm Beach's most popular form of conveyance, if my budget ran to it.

Much of the beauty of Palm Beach is accidental. In 1878 a Spanish ship loaded with coconuts was wrecked off the coast. Its cargo

washed ashore. The nuts were planted by the citizens in some cases, and in others "just grew."

You should see the MEMORIAL FOUNTAIN designed by Addison Mizner. He also is responsible for the design of the private EVERGLADES CLUB and of EL MIRASOL, the private estate of E. T. Stotesbury, the arch at the main entrance being the most conspicuous feature to visitors.

Everyone wants to see BRADLEY'S BEACH CLUB if only from the outside. No resident of Florida may play here, and no outsider unless he, or she, is over 24 years old and is recommended by a member.

ST. EDWARD'S ROMAN CATHOLIC CHURCH is a Spanish Renaissance building of really great beauty, and so is the Protestant Episcopal BETHESDA-BY-THE-SEA. Not to be missed is the CLUETT MEMORIAL GARDEN adjoining the last-named church.

The BREAKERS and the WHITEHALL are two hotels that really rank as sights. Although the vast rambling old wooden hotel was demolished in 1936, the GROUNDS OF THE ROYAL POINCIANA have been preserved, as have the wonderful gardens and greenhouses.

But the real sight of Palm Beach is Palm Beach, and I really think that you could comfortably disregard everything that I have told you about it and just take a walk.

In West Palm Beach there are also things to see. The DOCKMASTER'S MUSEUM has an interesting collection of local shells, corals, sponges, and sea grasses. Another sight is the beauty spot of FLAGLER PARK and the MUNICIPAL AMPHITHEATER there. Then there is beautiful WOODLAWN CEMETERY, where the main gate bears the touching inscription, "That which is so universal as death must be a blessing."

What to Do in Palm Beach and West Palm Beach

What to do in Palm Beach largely depends on who you may happen to know there, and if you know the proper residents you need no advice from me. Among the restaurants, I have heard that La Chaumière, open only during the short winter season, is good, and expensive.

Less expensive is Hudgin's Restaurant in West Palm Beach, with excellent food and seafood specialties.

BATHING is one of the great features of these resorts. So are SAILING and DEEP SEA FISHING.

Flagler Park in West Palm Beach has been developed as a tourist recreation center, and here you will find most of the sports common to those resorts.

CONCERTS are given during the winter in the Municipal Amphitheater in Flagler Park.

What to Buy in Palm Beach and West Palm Beach

The shops of Palm Beach are mostly branches of super-luxury establishments, and they charge super-luxurious prices. They specialize in advance styles, for what is worn in Palm Beach in the winter will be the northern style of the following summer. If you want a model gown from one of these shops, expect to pay accordingly.

I have heard it whispered that if you cross the bridge into West Palm Beach you will find stores with almost the same articles at considerably lower prices. And even though these articles may be only "almost" the same, few of the people at home will ever know the difference!

Purely local articles are few. The souvenirs are largely the same in all Florida cities, except that here you can often find in the gift shops some really unique and beautiful ornaments made of shell by the Seminole Indians.

Palm Beach to Miami

LAKE WORTH is so close to West Palm Beach that it is almost part of it. Here is a MUNICIPAL CASINO on the waterfront, and an alligator and ostrich farm, where one of the 'gators is estimated to be about 400 years old. Most of the running expenses of the town are paid by the municipally owned ice plant, cold-storage plant, electric light, and waterworks.

At DELRAY BEACH, a tourist resort, and the center for a truck, sugarcane, and citrus region, there is a municipal golf course, a well-developed municipal beach, and many boats available for deep sea fishing, for which sport this town is quite famous locally. The SUNKEN GARDENS (admission 35 cents) about two miles away offer some floral curiosities, and near by is the private and very exclusive Gulf Stream Club with its polo field.

BOCA RATON, famous for the beauty of its landscaping, is another favorite resort, although the club, center of life there, is private.

Less exclusive is larger FORT LAUDERDALE. This whole town is one of Florida's noted beauty spots. In addition to NEW RIVER, with its yacht basin which runs through the town, there are over a hundred miles of waterways, natural and artificial, in the city. Tarpon are sometimes caught within the city limits!

A local sight of renown is the HOTEL AMPHITRITE. This was once the monitor *Amphitrite* of the U. S. Navy. When monitors for coast defense went out of fashion, it was sold and was used as a floating night club. Then the hurricane of 1935 picked it up from its anchorage off the beach, carried it all the way across the Intracoastal Waterway, and deposited it high and dry a few hundred feet from its present site. The COLEE MONUMENT commemorates a massacre by the Seminole Indians in 1842.

The Cordon Bleu, between Fort Lauderdale and Dania, is an eating-place of local renown though far from cheap.

DANIA, so called after the Danish families who first settled the town, is important to you only because of the SEMINOLE INDIAN RESERVATION 4 miles away, reached by the Davie road to the right as you drive south. This reservation, a strictly business concern, is headquarters for the Indian affairs of the whole state. No attempt has been made to make it a falsely picturesque tourist sight. To see the Seminole Indian in his primitive surroundings and way of life, you will have to wait until you are further south or have gone into the Everglades.

HOLLYWOOD is the last town of any great importance north of Miami. It is a boom town that survived the deflation. It has developed into a charming resort suburb of the larger city.

Florida 27

MIAMI

Greater Miami was formed by the linking of four towns: Miami, Hialeah (to the northwest), Coral Gables (to the south), all on the mainland on the west bank of Biscayne Bay, and Miami Beach, on the dunes protecting Biscayne Bay from the sea.

Biscayne Bay, a famous yachting center, a sparkling body of water that adds much to the beauty of Miami, is crossed by three viaducts leading to Miami Beach. Two, the 79th Street Causeway and the County Causeway, are free. The central Venetian Causeway is a toll bridge (15 cents one way, 25 cents round trip). Both the Venetian Causeway and the County Causeway cross many of the lovely islands in Biscayne Bay—islands which are largely man-made.

Florida 140 will take you from Dania along the shore directly into Miami Beach; and U. S. 1 leads into central Miami on the mainland.

Miami is a big place, and unless you have lots of time you would do well to consider organized sightseeing here. The land tours are usually split, one being offered in Miami proper, lasting some two and three quarter hours, and the other making a 2-hour trip to Miami Beach. The Gray Line operates the Miami Beach trip in the morning at 10 and the city trip in the afternoon at 2. Both tours leave the Union Bus depot. The charge for either one is $1.50.

Even if you prefer to do your land sightseeing in your own car, you should certainly take one of the sightseeing yachts (unless your budget runs to a private launch) for a view of the city and the luxurious estates from the water. Many of these great residences can be seen satisfactorily in no other way, as they are designed to face the water and the view from the road is often obscured. One of these yachts leaves the Roney Plaza Hotel Dock daily during the season at 10 A.M., 1.30 P.M., and 4 P.M., and gives you a 30-mile trip in 2¼ hours for $1. Another and longer trip also leaves the Roney Plaza Yacht Basin at

10 A.M. and 2 P.M. It costs $2, takes 3 hours, travels for 50 miles, and I believe is worth the difference in price.

There are many things to see in this fantastically new city. The Miami of today is a product of the great boom of the twenties, and when the boom collapsed the city should have collapsed with it, logically. But it didn't, largely because of the courage of the citizens and their ability to take it on the chin without wincing. The collapse of the boom admittedly left scars, but the people of Miami rolled up their sleeves and went to work. Despite boom and hurricane, both equally damaging, the prosperity of the city is now on a firm foundation.

Among the things you will want to see are many that are almost obligatory; others you may see if you have time—mostly things that you are almost certain to trip over anyway in your wanderings around town.

Among the obligatory sights I would begin with the exquisitely landscaped 40 acres of BAYFRONT PARK. Here is an AMPHITHEATER seating 6,000, with an oriental type of stage with rather fantastic coloring, where the abortive attempt to assassinate President-elect Roosevelt was made in February, 1933; an attempt that resulted in the death of Mayor Cermak of Chicago. There is also an outdoor astronomical observatory. Lectures are given here three times weekly. During February and March, on very clear nights with no horizon haze, you can see the Southern Cross, though you will have to sit up until 2 A.M. to do it.

The MUNICIPAL YACHT BASIN, with its myriad gleaming pleasure boats large and small, is interesting at all times but particularly in the late afternoon when the fishing boats come in.

During the height of the boom a Danish barkentine was sunk in the harbor. It was a general nuisance to navigation until the 1926 hurricane came along, raised the ship, and blew it up on shore! Then it was converted into a hotel, but it is now the MIAMI AQUARIUM. All sorts of local fishes are on display, as well as two manatees, or sea-cows —very rare in captivity. There is a nice view over Biscayne Bay from the seats and tables of the upper deck. Admission is 25 cents.

The CITY CURB MARKET is a grand place to see as well as a good place for shopping. It is located on S.W. 2nd Avenue at the Miami River. Here all sorts of fish, meats, and so on are on display; also local jellies,

fruits, and in particular (to me, for I have a liking for them amounting to a vice) the tiny lady-finger bananas.

Along the bayshore is MILLIONAIRES' ROW, a whole string of gorgeous estates. The fantastic VILLA VISCAYA of James Deering is the most elaborate. The house cannot be seen from the road, and to get a good view of the estate you will have to do sightseeing from the water.

Miami endearingly displays a small-town attribute at the PAN AMERICAN AIRWAYS BASE. Just as citizens of little villages go to see the 4:28 go through, Miami visits the airport at about 6 when the great flying ships come in. The really stunning terminal building was designed by Delano & Aldrich.

Coral Gables, once a separate town, is now so closely built into Miami that you will not be able to tell when you leave one and enter the other. Here is the UNIVERSITY OF MIAMI, housed in what was a boom-time hotel and having more than 1,000 students. The university is doing a fine work in improving and strengthening pan-American relationships.

The CORAL GABLES LIBRARY AND COMMUNITY HOUSE built by the W.P.A. is one of the noteworthy buildings of the city, not so much for its size as for its beauty. The entire structure is a monument to the Florida Federal Art Project, which had it in charge.

Also ranking as a sight is the MIAMI-BILTMORE HOTEL with its 150 acres of landscaped grounds, its 18-hole golf course, and its pool.

On the banks of the Miami River, out Hialeah way to the northwest, is MUSA ISLE INDIAN VILLAGE. Here is a carefully stage-managed Seminole camp, which is none the less interesting for being arranged for sightseeing. The Indians live in the same thatched huts they use in the Everglades, wear the native costumes, and sell souvenirs. Twice a day a man wrestles with an alligator. There is also a small zoo and a small museum. The village is open from 9 to 6. Admission is 25 cents.

You may also be interested in LOST LAKE AND CAVERNS, where wild duck have been tamed and trained to show off for visitors. Admission 40 cents.

The HIALEAH PARK RACE TRACK ranks as a sight for beauty alone. The vine-covered grandstands, the famous Bougainvillea, and the other bright flowers on the grounds would make it noteworthy with-

out the flock of some 200 pink flamingos which live in a 32-acre lake in the center of the track.

In this section of town is the MIAMI MUNICIPAL AIRPORT, the third to be established in the United States. It was here that Amelia Earhart started her last long flight on June 1, 1937. A plaque commemorates the event.

Miami Beach, being almost purely residential, has fewer places that need to be listed as things to see than the mainland. Although the most elaborate of the estates is that of the Firestone of tire fame, such is the perversity of human nature that more people ask to see the house of Al Capone, only the roof of which is visible above its surrounding wall. The FLAGLER MONUMENT, erected in memory of the man who did more than any other to develop the Florida east coast, can be reached only by boat.

If this does not satisfy your desire for sightseeing, there are other things to see if you have time. One which you cannot help seeing is the 28-story DADE COUNTY COURTHOUSE, good-looking as skyscrapers go and, like the other high buildings in Miami, quite unnecessary here where there is room for limitless horizontal expansion.

The FIRST PRESBYTERIAN CHURCH and the PLYMOUTH CONGREGATIONAL CHURCH, where weddings are often held in the outdoor walled garden, are both notable.

Then there is the COCONUT GROVE HOUSEKEEPERS CLUB, the oldest federated women's club in Florida, and the MIAMI WOMEN'S CLUB, its building housing the FLAGLER MEMORIAL LIBRARY, the largest of Miami's libraries.

And amusing is the HEN HOTEL, an unfinished boom-time establishment which was converted into a chicken farm a few years ago, coops and runs being arranged on the various floors of the building.

Also interesting is the low-cost housing project for Negroes, LIBERTY SQUARE, the first of its kind to be established in America.

FORT DALLAS PARK is of interest to the lover of history for its associations as the site of the original settlement and to the visitor on account of its beauty.

What to Do in Miami

It is difficult almost to the point of impossibility to give good advice about night clubs. They are legion, but impermanent! The one

where everybody goes this year may be the one where the same crowd wouldn't be caught dead next year. Naturally the big hotels have dancing in the evening, and these places may well be considered perennials. But when it comes to hardy annuals, all I can say is follow the crowd!

Restaurants are also on every hand. Every good hotel has one, the price being carefully scaled to the rate of the establishment. I will mention a few that I have tried or have heard of—and offer herewith my deep apologies to the equally good one that I have neither tried nor heard of. Reid's Seafood is good, and so is Around the Corner Inn, offering home cooking. I have heard good reports of the Seven Seas, the Palm Tea Room, and of Valentino's for Italian food. Slightly more expensive is the Royal Palm Club, where dinner begins at $1.50. This is also a night club with a better-than-good chance of being a perennial.

TENNIS is played on 13 courts in 13 locations, all reasonable, and there are seven 18-hole and two 9-hole GOLF COURSES in the neighborhood, with green fees ranging from $1 to $3.

SWIMMING is a great sport. There are public pools in addition to those at some of the great hotels. Fees vary. And of course there is SURF BATHING at Miami Beach, where the Gulf Stream washes the shores.

FISHING can be enjoyed from any dock, pier, or bridge. For DEEP SEA FISHING, boats sail from City Docks, Miami, and from the Chamber of Commerce and Hotel Floridian Docks at Miami Beach. A day's excursion costs $1 up.

I need say little about the typical Florida outdoor amusements of the older generation, SHUFFLEBOARD, ROQUE, CHESS, and CHECKERS. They are hardly of interest to the short-stay tourist, and the winter resident will easily find one of the five places in town where they are played.

JAI ALAI is as much of a sight as it is an amusement. Brought over from Havana, it is rapidly becoming a Miami institution. It is a fascinating game to watch, and why it has not caught on in other American cities is a mystery to me.

Two tracks for GREYHOUND RACING are open during the season; one at Miami and one at Miami Beach.

HORSE RACING is a great winter feature. At Hialeah Park the ad-

mission is $1.25 to the Grandstand and $4 to the Clubhouse. At Tropical Park in Coral Gables it is $1 to the Grandstand and $3 to the Clubhouse.

And if this is not enough to keep you busy, there are many annual events like the football games in the Orange Bowl, regattas, air meets, golf tournaments, and so on.

What to Buy in Miami

There are two shopping districts in Miami. The most expensive is along Lincoln Road in Miami Beach. Here many of America's smartest shops maintain branches, and if you want a dress from Hattie Carnegie or Jay Thorpe or Bonwit Teller you don't have to wait until you get to New York. And if Lincoln Road doesn't make a large enough hole in the family budget, there are other smart shops on Collins Avenue. There are many more than those I have named above, and window shopping along these streets will inevitably result in almost unbearable temptation.

As I have to shop on a limited budget, and as I like local souvenirs better anyway, I find the City Curb Market, already mentioned under things to see, a great help. Little jars of locally made tropical jellies make delightful and inexpensive souvenirs or gifts to take home with you for those who had to stay behind.

So do articles made by the Seminole Indians who patiently wait for custom in their little shops scattered through the downtown Miami shopping district around Flagler Street. Here again window shopping is desirable and will suggest many an interesting purchase, from a wooden toy to a Panama hat, at prices somewhat less breath-taking than those of Miami Beach.

Florida 28

FROM MIAMI TO KEY WEST

U. S. 1 IS NOT MERELY THE BEST ROAD TO FOLLOW FROM MIAMI SOUTH; IT is just about the only one. For the first 30 miles from Miami to Homestead there is little to stop for unless you want to make a few detours to various points of interest.

You will be able to find them easily, as each one has signs pointing the way. Twenty miles south of Miami a detour of about a mile to the right will bring you to the TROPICAL MONKEY JUNGLE, where monkeys do actually play around in the trees. Admission is 25 cents. Then 4 miles further on at PRINCETON another detour, to the left this time, will bring you to the ALLAPATTAN GARDENS, to be visited in the winter when their acres of sweetpeas are in bloom. Twenty-six miles south of Miami another left-hand road will take you half a mile to the FENNEL ORCHID JUNGLE (25 cents) with many beautiful flowers on view and where new varieties are constantly being developed.

HOMESTEAD and little Florida City near by are about 30 miles south of Miami. Here are things of real interest to see. At the Subtropical Experiment Station fascinating experiments in cross-pollination are being carried on under the guidance of the University of Florida. Among the new fruits they have developed is the *tangelo*, a cross between a grapefruit and a tangerine.

On the 20-acre grounds of JOHNSTON PALM LODGE other great horticultural experiments are being carried on as a hobby of the owner, Col. W. H. Johnston, and here are more than 8,000 varieties of plants, including 1,500 kinds of palms.

A detour to the right over Florida 205 will take you to ROYAL PALM STATE PARK, a 4,000-acre tract of lowland and *hammock* which is eventually to become part of the Everglades National Park and which even now is a famous wildlife sanctuary. More than 140 varieties of birds have been identified there. The most noted hammock in the

park is called PARADISE KEY, rich with palms, ferns often over 20 feet high, and other tropical vegetation. ROYAL PALM LODGE at Paradise Key offers meals and picnic grounds, and marks the limit of the journey for any but the most adventurous, for although the road continues to Flamingo, the most southerly American mainland town, it is unimproved. I advise you not to try it until you have inquired locally as to its condition. And even if reports are favorable I would not bother unless I had unlimited time and energy, for once arrived there isn't much to see.

The Overseas Highway

The need of improved communications between Key West and the mainland had been felt for many years. Finally Henry M. Flagler extended the Florida East Coast Railway out to sea, and in 1912 the line from Miami to Key West was formally opened.

But the development of the motorcar made a highway necessary as well, and such a road was largely finished, the gaps being covered by ferry, when the disastrous hurricane of 1935 swept the keys, killing hundreds, washing out much of the completed work on the highway, and so damaging the railway that it was abandoned, although the great bridges withstood the storm. These bridges and the railroad right of way were bought by the State of Florida for $640,000. The work of converting the bridges to highway use and of repairing other damage done by the storm was rushed to completion, and the highway to Key West was opened to travel in 1938. You can get an idea of this most fascinating drive free as far as Lower Matecumbe Key, but to travel over the vastly more interesting section beyond you will have to pay a toll (see page 226).

There is little to see between Homestead and Card Sound Bridge leading from the mainland to KEY LARGO, but once on the Keys there is endless fascination for 131 miles to Key West. The FLORIDA KEYS (the name being derived from the Spanish *cayo,* small island) are a string of larger and smaller islands stretching out between the Atlantic and the Gulf of Mexico, the highest of which is only 18 feet above sea level. Formed largely of Key limestone, they offer a great variety of fruits, flowers, and trees. In their waters are some of the finest fishing grounds in America if not in the world. And they offer beauty.

Unless you have been in the tropics or semi-tropics before, you will never have seen the colorings in water that you will see from the bridges between the Keys; colors ranging from the white of the surf along the shore through every shade of light and dark green and blue, from pale jade to the deep sapphire of the Gulf Stream itself.

Key Largo is about 30 miles long and only 2 wide. North of Key Largo, to be reached only by boat, is BLACK CAESAR'S ROCK. This notorious pirate is supposed to have been an escaped slave, and fabulous are the legends of his exploits. He finally gave up piracy on his own hook and joined the even more famous Blackbeard, becoming his most trusted officer. It is said that during a battle in 1718, when it was obvious that Blackbeard's ship was going to be captured, he tried to blow up the powder magazine and go out in style, taking all aboard with him. But he was prevented, was captured, and was ignominiously hanged.

At ROCK HARBOR there is an observation tower where you can get a good view over the waters of the Atlantic and the Gulf, and of the picturesque fish nets drying in the sun, and at TAVERNIER are some of the new "Hurricane-proof" houses. PLANTATION KEY is next, and then a bridge takes you to WINDLEY ISLAND, highest of all the Keys, where they reach their maximum of 18 feet above sea level. Here are quarries of Key limestone.

UPPER MATECUMBE KEY is famous among fishermen. At ISLAMORADA, the only settlement on the Key, is a monument to the memory of the World War veterans killed on the Keys by the hurricane of 1935. These veterans were mostly ex-members of the Bonus Army; work on the highway had been given them as a form of relief. They were in three camps: one on Windley Island which you just passed and two on Lower Matecumbe Key. When it became obvious that they would be endangered by the storm, a train was sent to their rescue, but the train was also caught by the storm, blown from the tracks, and wrecked.

More than 500 bodies were located immediately after the storm (not all veterans, of course) and it is estimated that a total of about 800 met their death. At the height of the storm the wind reached velocities of 200 miles per hour, and the barometer reading of 26.35 is the lowest recorded at sea level in the records of the Weather Department. The

MEMORIAL is really beautiful, and some of the veterans whose bodies were found near by sleep in a crypt at the foot of the memorial shaft.

While you are crossing the bridge between Upper and Lower Matecumbe Keys, look to the left for a view of ALLIGATOR LIGHT, important to navigators, and at LOWER MATECUMBE dig down for the toll. The rate is $1 for a car and driver, 25 cents for each additional passenger, and $1 more for a two-wheeled trailer.

Here the big bridges begin, really long ones taking you past LONG KEY TO GRASSY KEY. At CRAWL KEYS are numerous TURTLE CRAWLS, where hundreds of great sea turtles are kept for breeding, turtle shell, and eventual turtle steaks and soup! A turtle crawl is fascinating, but if you don't feel that you can spare the time for a visit here you can see them at leisure in Key West.

KEY VACA is the last on which a deep well will reach fresh water. The other Keys depend on rainwater or distilled sea water for their supply. Two miles from MARATHON, the settlement of Key Vaca, you will start your drive over LONG BRIDGE. During your drive over this bridge you will cross tiny PIGEON KEY, with its picnic grounds and fishing boats for hire, but for nearly 7 miles your drive will be over the open sea.

BAHIA HONDA is famous as a tarpon fishing center. On BIG PINE KEY (and elsewhere) you may see the road invaded by an army of land crabs, picturesque as they scurry in thousands on their own mysterious affairs but a nuisance; unless you use care in driving you may find that their spiny shells have cut your tires. Here, too, the driver stops to pay his toll on the way back from Key West.

Big Pine Inn is a noted sportsmen's resort, having boats, guides, and fishing equipment. So has No Name Lodge, on NO NAME KEY. PIRATES COVE fishing camp is one of the best.

On SADDLEBUNCH KEY you may see by day the smoke and by night the fires of the charcoal burners busy supplying Key West with one of its favorite fuels. You are now nearing the metropolis of the region, and at BOCA CHICA KEY is a beach popular with bathers and picnickers from Key West. And before entering the city you will pass the Municipal Golf Course and the KEY WEST BOTANICAL GARDEN, both on STOCK ISLAND. The garden has many odd specimens, including the peculiar Sausage Tree.

Key West

This little city of 12,861 population (census of 1940) is not only attractive but inspiring. For here is a community that was beaten if any city ever was—and refused to admit it. In 1934 Key West was so bankrupt that it asked the state to move in and take it over. The state offered to help out if the citizens would also help themselves, which they did magnificently. Wisely deciding that, with the undoubted charm of the city and with its possibility of attracting tourists, it was in the vacation trade that they would find their real chance, the citizens themselves contributed an estimated two million man-hours of hard work to cleaning up and beautifying the town.

Then came the hurricane of 1935, and Key West was cut off, without either rail or highway connection with the mainland. This should have been the death blow. By all the laws of logic and economics there was nothing to do but quit. So they went to work a little harder. As about 80 per cent of the citizens were already on relief, the W.P.A. and the Florida Federal Art Project moved in.

They beautified the city. Murals, and good ones, began to embellish the buildings. But, always clinging to the idea of tourist trade, instead of putting the murals in public buildings where no one would see them, they very wisely put them in restaurants and clubs where lots of people would see them. Home industries such as carvings, the making of shell ornaments, and so on were developed, and today Key West is not only on the way back, but is almost arrived. Anyone who says that the southern climate breeds inevitable sloth should see how Miami recovered from a boom, a depression, and a hurricane, and how Key West recovered from the same with the hurricane even worse—and then stand himself up in a corner and give himself a good talking to!

Key West is odd, in energy and in other ways. There are no basements in the city, the houses being built directly on the limestone rock base, most of them low and sturdy to resist hurricanes. A quarter of the inhabitants are of Cuban and Spanish descent. Spanish is commonly heard in the streets. The descent is also reflected in the customs of the town, where they say there are no tea-rooms, but that there is a coffee-shop on every corner, and where the mid-day siesta is a

commonplace. It is found in the restaurants, where much of the cooking is that of old Spain and where turtle soups and steaks, or conch steaks, reach a perfection rarely found.

There are a few sights, but you can quickly get them out of the way and can then settle down and enjoy Key West for itself. The SPONGE PIER is a good one, being especially interesting during the auctions held three times a week, and the TURTLE CRAWLS are another, although I should avoid these during butchering time at 8:30 A.M.

At the FISH MARKET you will find many crates attached to the piers, where the best of the catch is kept alive to await a purchaser. Once the housewife has made her choice, the fish of her selection is netted out of the crate and is dressed and cleaned on the spot.

In the smallish AQUARIUM there is an excellent display of various tropical fish and also some really beautiful murals of fishermen by Alfred D. Crim.

You will enjoy the general view of the city which you can get from the balcony of the LIGHTHOUSE, open daily from dawn to sunset.

You will have to park your camera somewhere before you will be admitted to the U. S. NAVAL STATION or to FORT TAYLOR. The naval station is open from 8 to 4:30 daily and is interesting on account of the plants and trees that naval officers have brought from nearly all over the world for its embellishment. Fort Taylor is open from 2 to 4 in the afternoon on Sunday and Wednesdays only.

As most of the old houses or interesting houses of Key West are privately owned and are not open to the public, I will only mention three here at which you might like to glance from outside. First, there is the house of Ernest Hemingway, and then the Harris house, the southernmost home in the U. S. The Watlington House, built in 1825, is believed to be the oldest in the city.

Key West has two of those old circular fortifications known as MARTELLO TOWERS. The origin of the name is obscure. The west one is closed, and the east one is opened only by special arrangement. Unless you have some very special interest in old fortifications it is hardly worth the trouble.

You may be interested in the PALACE THEATRE, as it was once the Cuban Opera House, and you will certainly be interested in the murals by Stanley Woods in Delmonico's Grand Spanish Restaurant and by Avery Johnson in Raul's Club.

If you want a sight much farther afield, you can hire a motorboat for a trip to the DRY TORTUGAS 60 miles to the west. When the strategic value of these islands was realized a century ago it was determined to fortify them, and in 1846 FORT JEFFERSON was started on Garden Key. This huge structure, built at vast expense (there is a local legend that each brick cost $1 for transportation alone, and that at least 100,000,000 were used. Maybe so), has never had a shot fired from the outmoded guns that line its battlements.

Here Dr. Samuel A. Mudd, along with three others accused of complicity in the assassination of President Lincoln, were imprisoned. Although Dr. Mudd had merely set Booth's broken leg and apparently had no other acquaintance with him, he received a life sentence just the same. In 1869, when passions had cooled a little, the injustice was rectified insofar as possible by a pardon.

The fort is now a national monument, and the whole group of the Dry Tortugas is a bird sanctuary. The islands were given their name by the first Spanish discoverers on account of the number of turtles they saw there.

What to Do

All the hotels have good restaurants, as one would expect, but in addition there are a few others scattered about town which are too worthy to overlook. Raul's Club and Delmonico's Grand Spanish Restaurant, both mentioned under sights, are two of them, and Auerbach's, where they do astonishingly good things to turtle soup and turtle steaks, is another.

There is good SWIMMING from several beaches right at the ends of the short streets of the city.

TENNIS is played at North Beach and at Bayview Park.

The nine-hole Municipal GOLF COURSE is at Stock Island.

The inevitable SHUFFLEBOARD is of course available.

FISHING is possible and popular from every bridge and pier. Boats may be chartered at the Yacht Basin for DEEP SEA FISHING.

There is an annual festival, La Semana Alegre, in February.

What to Buy

In addition to the usual souvenirs, really interesting local products are on sale. HOME INDUSTRIES are being fostered as a form of relief and

are producing some unique things. In several stores you will find ashtrays, buckles, buttons, or ornamental pins carved from the hard shell of the coconut.

There are also articles showing almost everything that can possibly be made of palm fibre, beginning with hats and running through ladies' handbags to full-size rugs.

Novelties are made from sea-shells and fish-scales, and the women are doing really fine Spanish drawnwork.

And Negroes on the street sell the great pink conch shells of your grandmother's day. Do you remember when no parlor was complete without one, and you sneaked in and held it to your ear to hear the sea?

Florida— 29

THE EVERGLADES AND THE TAMIAMI TRAIL

U. S. 94, OR THE TAMIAMI TRAIL, IS ONE OF THE FEW ROADS SUFFICIENTLY important to have retained its name after being numbered. It was built across the Everglades to afford quick road connections between Tampa and Miami, and the name is a contraction of the names of the two cities.

As the road was built through what was practically a trackless wilderness, the difficulties of construction were tremendous. To get a solid foundation the soil had to be scraped off to the limestone beneath; then this stone was blasted into usable pieces and piled for the road's foundation. For mile after mile you will drive along a canal from which this material was dug.

The road is largely straight and flat, so beware of drowsiness while driving along it. Bad accidents have been caused by drivers falling asleep! But these were mostly hurried drivers who were traveling so fast that they thought the road monotonous because they never gave themselves time to see its beauty.

Heat mirages, more or less distinct, are frequent. Clouds pile themselves into air castles of unheard-of beauty. The landscape, so flat and tame at first glance, is rich with treasures for the traveler who will look. Seminoles, not on display to catch pennies from tourists but occupied strictly with their own affairs, pole their dugout canoes along the canals. Birds and other specimens of wild life are everywhere. They pay no attention to a moving car, but if you stop they will disappear at once, for they have learned that a halted automobile may mean a man with a gun. Turtles are everywhere, and if you are lucky you may see a moccasin snake sluggishly swimming in the canal. Although alligators abound in the Everglades, you will rarely see one from the road, for they have been hunted until they are among the timidest of wild things.

You will see many squashed snakes on the road, particularly in the morning, for snakes find the pavement heated by the sun during the day a comfortable bed at night. And many small animals bewildered by headlights are caught as well. But in the morning the buzzards, those great scavenger birds that are so picturesque on the wing and so obscene on the ground, will gather for their daily feast and soon will have done their best to make all clean again.

A few groups of Seminoles are frankly on display, but in a different way from those in amusement parks. Enterprising stand owners have hired Indian villages to move into the neighborhood of their stands, but the wage is only a retainer. The Indians live their own lives in their own way. The chiefs conduct the affairs of the villages. Each one has a store selling, among other Indian products, the gaily colored jackets, the dolls, and the miniature canoes which they make so well. It is always a man who is found in charge, the women being forbidden to speak to whites.

You can buy their goods with confidence, for the Seminole is very clean. The daily bath is a requirement. Failure to take one is punished by tribal law, and they are unflattering enough to think that our custom of washing dishes and pots *after* a meal is filthy. The Seminole washes his just *before* using them, and thus knows that no dust or speck has sullied them in the meantime.

About 40 miles from Miami you will enter the proposed Everglades National Park. Two thousand square miles of wild land are being gathered into a great national preserve of which Royal Palm State Park (see page 223) will eventually become an important part. For miles you will run through a seemingly endless cypress forest, varied by bits of open marsh lands and savannahs. Flowers and air plants are numerous, but don't leave the highway to pick them without first beating the ground well to drive away any snakes that may be lurking.

A few miles past OCHOPEE (75 miles from Miami) you will arrive at the junction of Florida 164, a second-class road leading north into the Big Cypress Swamp (see page 234) and south to EVERGLADES. This is a surprisingly up-to-date little town, being the southern terminus of the Atlantic Coast Line Railway, and here you are in the region of the Ten Thousand Islands, perhaps better visited by going further on to the junction of U. S. 94 and Florida 27a, which will take you to MARCO ISLAND, the most northerly of the group. Your car will disturb much

wild life along the road. The country around Marco and Collier City on the island is famous among archeologists for the Indian relics found there. It is a great place for clam digging and canning—some of the great sea bivalves weighing 6 pounds each, and being extra-delicious in chowders when they are chopped up and canned.

There is little to say about NAPLES except that it has an airport, and that here U. S. 94 ends but the Tamiami Trail doesn't, continuing to Fort Myers and Tampa as U. S. 41, and that a grand fishing pier (free, by the way) stretches for 1,000 feet out into the waters of the Gulf of Mexico. There is also very good fishing in the neighborhood of BONITA SPRINGS.

At ESTERO you will find the headquarters of the KORESHAN UNITY, a religious co-operative community with rather odd customs. They depend entirely on recruits for their continuance, the members being vowed to celibacy. And if a member changes his mind he is rather out of luck, for each man or woman entering the community must turn over to it all property, which is not returned should he or she decide to leave.

Fort Myers

Fort Myers is one of those towns easy to look at but hard to describe. It is certainly beautiful. Over sixty varieties of palms shade the city's streets. It is a delightful place for a long or short stay. Both Thomas A. Edison and Henry Ford have been intimately associated with the development of the city. Otherwise there is little to tell you about it. Of conventional sights there are few. You will want to see the Yacht Basin (Fort Myers is at the Gulf end of the CROSS-STATE CANAL) and you will want to see the EDISON MEMORIAL BRIDGE over the CALOOSAHATCHEE RIVER, which is the chief outlet of Lake Okeechobee. Sunsets from the bridge are very gorgeous. And if you are there in February, don't miss the bougainvillea in the EVERGLADES NURSERY.

The Fort Myers GOLF Club has an 18-hole course, and the other usual tourist amusements are available.

PUNTA RASSA at the mouth of the Caloosahatchee is famous for fishing, and SANIBEL ISLAND, reached by ferry from Punta Passa, is a State Game Preserve, and is noted for the beauty and variety of the sea-shells that strew its beaches after every tide. The ferry charges $1 for a car and driver and 35 cents for each additional passenger.

Back to Palm Beach and the East Coast

From Fort Myers Florida 25 follows the general course of the Caloosahatchee River through little towns depending for their living on the rich agricultural and cattle district of the north Everglades. The center for the cattle ranges is LA BELLE, where cowboys ride through the streets. This is a great point of departure for hunting parties into BIG CYPRESS SWAMP 40 miles to the south. The swamp is beautiful and a great place for hunting. It will probably never be spoiled, for it is too low to drain successfully. It covers an undetermined number of square miles, depending on the wetness of the season.

At GOODNO you may wish to glance at the great ORTONA LOCK, part of the workings of the Cross-State Canal, but probably you will be more interested in your first view of Lake Okeechobee from CLEWISTON. This neat town belongs almost entirely to the U. S. Sugar Corporation, which has mills and extensive plantations of sugar cane here.

To see Lake Okeechobee you will have to climb the great dike which protects the town. This lake is the second-largest entirely within the boundaries of the United States, covering some 717 square miles. But what it gains in fame from area it loses in volume, for rarely are the waters over 15 feet deep. It is a great fishing place, and to get around the state's own laws concerning commercial fishing in inland waters, it has been solemnly declared to be salt water by act of legislature. This is not known to have changed the character of the water.

At LAKE HARBOR are more great locks, this time controlling the flow of water into the Miami Drainage Canal. At SOUTH BAY is another good observation point for a view over the lake.

BELLE GLADE was almost obliterated by the hurricane of 1928, not so much by the wind as by the water from the lake which the wind swept into the town. It has been well and solidly rebuilt, and it is hoped that the GREAT LEVEE or DIKE 34 feet high and 66 miles long which has been built along the shores of Lake Okeechobee will prevent any recurrence of that disaster.

Belle Glade is the center of a great truck-farm district, and the EVERGLADES EXPERIMENT STATION, a strictly business establishment to be considered a showplace only for its palms and gardens and for its hurricane-proof buildings, is busily engaged in improving the strains of the vegetables grown in the region.

If you are interested in truck and other farming, Florida 143 will take you north along the shores of Lake Okeechobee through a region of incredibly rich soil. But unless such interest attracts you, don't go, for the great levee, stretching its length mile after interminable mile, cuts off all views of the lake and makes the drive deadly dull from the sightseer's point of view.

From Belle Glade to West Palm Beach the road follows the canal for practically the entire 40 miles, with nothing to describe unless I repeat the description of the scenery along the Tamiami Trail.

FROM FORT MYERS TO TAMPA

FROM FORT MYERS TO PUNTA GORDA THERE IS NOTHING TO DO BUT BOWL along for 24 miles on U. S. 1, with nothing to describe and about the same amount of things to look at. It is just the same kind of scenery I have already described, but the road is good, and almost straight, and the drive will not take you long.

PUNTA GORDA, on the south shore of Charlotte Harbor, is a great place for the salt-water fish industry, for hotel life, and for beauty. The streets are planted with royal palms. The town is neat, prosperous, and attractive. There is a recreation pier, and of course good fishing. It is a delightful place for a long or short stay, and offers nothing that needs to be described.

Punta Gorda is the Junction with U. S. 17, which will take you back to Jacksonville through the center of the state (see page 249).

After crossing the long bridge over Charlotte Harbor and passing through the little village of the same name at the north end of the bridge, you will come to the junction of Florida 181 at MURDOCK a few miles further on. This road will take you to PLACIDA, where there is a ferry to GASPARILLA ISLAND and to Boca Grande. The fare is $5 for the car and driver and 50 cents for each additional passenger.

BOCA GRANDE is a quiet, exclusive resort noted for its fishing, as is Useppa Island, reached by boat from Boca Grande. Both are places where little colonies of people who know each other well spend the winter fishing and visiting. They have a grand time doing it, but that doesn't mean that you will. Unless you have some special interest to take you there, I cannot conscientiously advise you to spend five precious dollars to get there, notwithstanding the legends of the Pirate Gasparilla in which the region abounds.

VENICE, the next point of any importance on U. S. 41, is a town that was founded during the boom by the Brotherhood of Locomotive

Engineers and went broke with the rest when the boom collapsed. The Brotherhood refused to accept defeat, but supported the property for several years to the tune of some $300,000 per annum. Now it is coming back on a sane basis, and it looks as though they had made a good investment after all.

SARASOTA might well be called a monument to John Ringling, the circus man, for few men have ever done more for a town. He is responsible not only for many civic improvements, but for the greatest single sight of its kind in all Florida, the RINGLING MUSEUM.

The building, designed in modified Italian Renaissance style by the architect J. H. Phillips, is in itself a masterpiece, and the land around it is so exquisitely landscaped that the building and grounds might well be a point of pilgrimage without consideration for the treasures within.

The museum houses one of America's greatest art collections—great not so much on account of its size but because of the beauty and value of its specimens. Here are representative works of the Italian Masters, a collection of Peter Paul Rubens which some say vies with that in the Louvre, works by Hals, Van Dyke, and Rembrandt, an amazingly well-rounded Spanish collection, and many other lovely things that space forbids my enumerating. Whatever else you do or do not see in south Florida, don't miss this. The museum is open from 9 to 4:30. Admission is 25 cents.

RINGLING BROTHERS–BARNUM AND BAILEY CIRCUS WINTER QUARTERS are just as great a sight in their way as is the museum. The menagerie is perfection, the animals being far better displayed than they possibly can be in their cramped cages when the circus is on tour. There are daily rehearsals, weather permitting. The Circus Winter Quarters are open daily from 10 to 4:30 from December until April. The admission is 25 cents.

At the SARASOTA REPTILE FARM (open from 9 to 6. Admission 25 cents) you will find birds as well as a great collection of reptiles, snakes naturally predominating. The rattlesnake venom is extracted on Thursdays, according to latest accounts, the time of day depending on the weather.

It seems odd to think that a TOURIST AUTO CAMP could be a sight, but the one at Sarasota is. Here for several years was held the annual convention of "Tin Can Tourists," but convention or not, this mass of temporary homes is not to be missed.

Sarasota also boasts an AUDITORIUM seating 3,200 which is used for conventions, dances, concerts, and so on.

What to Do in Sarasota

There is good SWIMMING AND BATHING at Lido Beach two miles from town, and at Sarasota Beach on Siesta Key, 5 miles away. Both beaches are free.

The greens fees for GOLF at the 18-hole Bobby Jones Municipal Golf Course are $1.

Naturally there is provision for TENNIS, SHUFFLEBOARD, and LAWN BOWLING, and good FISHING from every bridge and pier. Boats for DEEP SEA FISHING can be hired at the Municipal Pier.

I could find nothing of great local interest to buy in town. Just the usual run-of-the-mill souvenirs.

Perhaps before continuing to Bradenton you might enjoy a detour to MYAKKA STATE PARK. Here 25,000 acres of oaks and palms have been set aside. In very dry seasons LOWER MYAKKA LAKE is said to hide itself coyly in underground limestone caverns. It certainly goes *somewhere*. I should say that this visit was one of the things to do if, and only if, you were very rich in time.

The 12-mile drive from Sarasota to BRADENTON will take you by many sad mementoes of the boom, in the shape of scattered houses and sidewalks right out in the woods which begin nowhere and go to the same place. When you get to Bradenton you will find a delightful town on the banks of the MANATEE RIVER (so called after the manatees or sea-cows which used to be seen there often—and sometimes are still seen) but, like Punta Gorda, with almost nothing to describe. If you must have a sight, try WATERFRONT PARK with its municipal pier, auditorium, yacht basin, and so on. Once that is done you can devote your attention to having a good time as lots of other people do, or the population of the town would not more than double each winter.

What to Do in Bradenton

The Bradenton Recreation Park offers SHUFFLEBOARD, ROQUE, and TENNIS, and the Bradenton Country Club has an 18-hole GOLF course. Greens fees $1.

And naturally there is good FISHING.

A mile-long bridge leads from Bradenton to PALMETTO on the north

bank of the Manatee River, and from Palmetto you have the choice of two roads to Tampa, either U. S. 41 a little inland or U. S. 541 along the coast. Either way is nice. If you take the road along the coast you might be interested in the TERRA CEIA INDIAN MOUNDS, which have not yet been explored. Once those are seen there is nothing to attract your attention until you reach Tampa itself.

If you stick to U. S. 41 the road will take you along the north bank of the Manatee River to ELLENTON. Even if you elect to travel by the coast road you should detour as far as Ellenton to see the GAMBLE MANSION, a splendid example of a century-old plantation house now converted into a museum of relics of the Confederacy, and to see the ATWOOD GRAPEFRUIT GROVES, one of the first great citrus developments now often shipping 50,000 boxes of fruit annually.

And then again there is nothing to detain you until you reach Tampa. The country to the right of your road is supposed to be the locale of Jules Verne's story "A Journey from the Earth to the Moon." The little town of LITHIA lays claim to being the spot where his imaginary cannon was to have been erected.

FROM JACKSONVILLE THROUGH EAST CENTRAL FLORIDA TO TAMPA AND SOUTH

ALTHOUGH U. S. 17 WILL NOT TAKE YOU ALL THE WAY TO TAMPA, IT DOES provide an interesting route from Jacksonville to the southern lake regions. You can follow U. S. 17 as far as De Land, where it merges with U. S. 92. The combined routes continue to Lake Alfred, 7 miles to the west of Haines City. Here the roads split, U. S. 17 continuing south to Punta Gorda (see page 236) and U. S. 92 going west to Tampa via Lakeland and Plant City.

For the first 30 miles or so south of Jacksonville there is little to describe, although the road follows the St. Johns, with occasional views of the river. Ten miles south of Jacksonville, more or less, is the site of Camp Foster of World War No. 1 days, where the author, having been turned down for the Navy on the grounds that his legs weren't good enough, got blisters on his heels after he had been accepted for the Infantry! In 1939 it was acquired by Duval County as the site of the Southeastern Air Base of the U. S. Navy.

Then there is nothing to stop you but wandering cattle on or along the roads (I cannot tell you often enough to be careful of these) until you get to little MAGNOLIA SPRINGS, once a noted resort, and to GREEN COVE SPRINGS, once an even more noted resort.

But today, even though the spring still discharges its 3,000 gallons a minute, the development of larger springs elsewhere, and particularly their increased accessibility through the development of good roads, has robbed Green Cove Springs of the clients who 50 years ago came by the steamers up the St. Johns. The spring is impounded and led into a swimming pool. The town is still a delightful resort of the quiet sort, with a good little hotel, and visitors and natives still drink the waters, which, when taken fresh from the spring, are supposed to have some mysterious healing or strengthening qualities.

THE ORANGE BOWL

MIAMI IS NOT ALL RECREATION

FISHERMEN SPEND ABOUT $100,000,000 EACH WINTER

WATCHING A SHOW AT MIAMI'S AIRPORT

Then more pine woods and hammocks for the 26 miles to Palatka, where there really is something to get excited about, for here are the RAVINE GARDENS. Now ravines are scarce in Florida, and these, 70 to 120 feet in depth, would be a sight in themselves in that generally flat state. But the 85-acre park which encloses the ravine has been embellished (according to the official prospectus. I haven't counted the plants) with 105,000 azaleas, 11,000 palms, 787 magnolias, 2,500 japonicas, 1,500 dogwoods, 2,000 flame vines, 1,000 bougainvillea, 2,000 crape (sic) myrtles, 2,000 cherokee roses, 25,000 chrysanthemums, 2,250 Japanese magnolias, and 200,000 other subtropical shrubs.

The park, built as a self-liquidating project with a Federal grant, is the masterpiece of the landscape artist Richard Forester. The gardens are at their best from December to May when the azaleas are in bloom. During this period admission is $1 and cheap at the price. At other times the gardens are still gorgeous, for the planting has been arranged to give bloom all the year round, but the admission is reduced to 55 cents. Children under 12 are admitted free at all times.

There are few other sights in Palatka. The citizens are proud of the GIANT OAK on Rivers Street and of the CONFEDERATE MONUMENT in Court House Square, the base of which is made of a 40-pound cannonball fired during the Battle of Palatka in 1864 when the Federal troops took a beating.

From Palatka, Florida 14 will take you west to a north central lake district and to Gainesville (see page 251), and then east through Hastings to St. Augustine (see page 206). HASTINGS is the center of a great potato district.

U. S. 17 crosses the St. Johns at Palatka and runs through SAN MATEO, a citrus-fruit town, to DEEP CREEK, the stream that connects Crescent Lake and the St. Johns. At SATSUMA a road leads to WELAKA, a pretty little residential town on the banks of the St. Johns where the FLORIDA STATE FISH HATCHERY AND GAME FARM is well worth seeing, with its aquarium, outdoor pools, aviary, and deer park. This same road will bring you back to U. S. 17 just north of CRESCENT CITY.

This little town, charmingly located between small Lake Stella and 20-mile-long CRESCENT LAKE, is remarkable for the beauty of the oak trees that shade its streets. Although it seems to have every natural requirement to become a tourist center, the town has never made any particular attempt to encourage the transient trade, being quite content

to be the home of a small group of faithful winter and all-year residents. It may be a good idea, at that!

Here, if you have time, you can do one of those pleasant off-the-beaten-track things: hire a launch for an excursion up HAW CREEK. This stream opening from the south end of Crescent Lake is still relatively unspoiled, and as your launch follows the fantastic windings of the creek it is easy to imagine yourself far from civilization.

The land between Crescent Lake and LAKE GEORGE, the latter really an unusually wide spot in the St. Johns, is known as the FRUITLAND PENINSULA; and Crescent City claims that its orange groves extend north and south of town without a break for 9 miles.

South of Crescent City you will pass through SEVILLE, another citrus and turpentine center, and BARBERVILLE. From Barberville, Florida 19 leads west across the St. Johns to the 286,000-acre game preserve of the OCALA NATIONAL FOREST and to Silver Springs (see page 252) and Ocala (see page 252).

Between Barberville and De Land, U. S. 17 will take you past DE LEON SPRINGS, flowing 94,000 gallons a minute. Part of the waters are impounded to make a circular swimming pool with a casino alongside. The ruins of a sugar mill near by are locally believed to date from about 1763.

DE LAND is a local metropolis famous for its shade trees, the happy result of a planting campaign carried on sixty years or so ago. Here is STETSON UNIVERSITY, named after the hatter John B. Stetson, who did so much for it. It is co-educational, with an enrollment of about 1,000. The Campanile on the campus, called the HULLEY MEMORIAL TOWER, is well worth seeing, and so is the Art Museum in ELIZABETH HALL. The erstwhile home of Mr. Stetson is now called the ROYAL FRENCH MUSEUM and contains many rare items of French paneling, furniture, books, tapestries, and other *objets d'art* which he collected.

From De Land, U. S. 92 will take you to Daytona Beach (see page 210), and Florida 75 leads to New Smyrna (see page 211).

South of De Land, four miles to the east of Orange City, lies a famous place for spiritualists. Mediums from all over the world congregate at CAMP CASSADAGA from January to March and make it the second-largest place of its kind in America.

SANFORD lies on the shore of LAKE MONROE, and the road follows the lake shore for some distance before entering the town. It would take

a brave man to announce that he didn't like celery in Sanford, for it is known as the "Celery City." It is a well-landscaped and consequently attractive town, but with nothing to detain you unless you wish to look at the CELERY FIELDS, which really are interesting, or the MUNICIPAL PIER with its band shell 300 feet out over the waters of Lake Monroe.

Seven miles south of Sanford a marked road leads off to the right to the BIG TREE, a giant cypress 47 feet in circumference and supposed to be 3,000 years old. Five miles further on is SANLANDO SPRINGS TROPICAL PARK, a locally (and deservedly) renowned bathing and beauty spot.

FERN PARK is so named because it is a center for the growing of asparagus and other decorative ferns for the supply of northern florists. ALTAMONTE SPRINGS is a pleasant little inland resort. To the right of MAITLAND lies EATONVILLE, a Negro town, and one of the first to be formed and incorporated by Negroes in the United States.

WINTER PARK is almost a suburb of Orlando, but as the seat of ROLLINS COLLEGE it has quite a little to see in its own right. This institution, with a membership strictly limited to 500, is famous for its advanced methods of teaching. You will want to see the KNOWLES MEMORIAL CHAPEL and the ANNIE RUSSELL THEATRE connected with the chapel by a sort of loggia so that both buildings, of modified Spanish Renaissance architecture, form one harmonious group. You may also be interested in the WALK OF FAME. Here stepping stones have been taken from the homes of distinguished men and women. There is one from the home of Benjamin Franklin—and one from the home of Buffalo Bill!

The MEAD BOTANICAL GARDENS, a new development featuring the world-famous orchid collection of Dr. Theodore L. Mead, covers 55 acres and is a spot of real tropical beauty. Admission is 25 cents.

There is also an interesting INDIAN MOUND in Winter Park.

Orlando

ORLANDO, with a population of over 36,000, is the largest inland city in the state. It is the seat of Orange County, which claims about 1,000 lakes, large and small. The first-time visitor to Orlando might easily be excused if he thought that most of the thousand were within the city limits. It is this multiplicity of lakes, most of them with shores beautifully parked, that gives the city its peculiar charm. Although

Orlando does not rank as a great transient tourist resort and doesn't particularly want to, it does attract a great number of retired business people who have made their winter homes there and then fallen so in love with the place that they claim it as a permanent residence.

The town itself being the great sight of the town, there are not so many conventional sights to see. The citizens are proud of the new Albertson Public Library and of the Orange County Court House, and less proud of their other public buildings.

LAKE EOLA PARK (55 acres) is a famous beauty spot often visited by seagulls from the coast 40 miles away. They fly over when the swans are fed in the afternoon and fly back again when the meal is over. If the seagull is willing to fly 80 miles just to eat a swan's leavings, I doubt whether the seagull has quite the carefree life I always supposed.

There is a little zoo which is really interesting, for the specimens are Florida fauna shown as much as possible among natural surroundings.

What to Do in Orlando

The inexpensive Latch String, Sharkey's Restaurant, and McCormack's Restaurant have all been recommended as eating-places in town, and so has the more expensive Flamingo Club, with floor shows and dancing, located 2½ miles from the center of town.

There are organ recitals in the municipal auditorium seating 3,000. The building is used for other entertainments as well.

In February the Central Florida Exposition is held in Exposition Park, adjoining the auditorium grounds.

There is swimming in the lakes at the Municipal Solarium and at Carolina Moon Beach—25 cents at either place.

TENNIS, ROQUE, SHUFFLEBOARD, and LAWN BOWLING are all played at Sunshine Park.

There are 18-hole golf courses at the Orlando and Dubsdream Country Clubs, greens fees at either being $1.50.

From Orlando, Florida 22 leads east to the coast and the Indian River district, and west to one of the loveliest lake districts in central Florida. U. S. 441 runs northwest from Orlando to Leesburg and the northern portion of the same lake district.

KISSIMMEE is 20 miles south of Orlando. As it is the center of a great cattle district which stretches almost across the state north of Lake

Okeechobee, you should keep a sharp lookout for wandering cows along the road. The town is at the head of LAKE TOHOPEKALIGA, is nicely placed, but is rather drab and primitive. While the cattle owners may be rich, the cowboys who are so often seen on Kissimmee's streets decidedly are not. Kissimmee is not a very interesting town to the casual sightseer.

From Kissimmee, U. S. 192 leads east by a little south through ST. CLOUD and past the shores of EAST TOHOPEKALIGA LAKE to the Indian River and the coast at Melbourne (see page 212).

Between Kissimmee and Haines City you need hardly pause unless you want to see the factory at DAVENPORT which turns out an incredible number of tons of candied citrus peel during the shipping season.

At HAINES CITY there really are things to see, of mild interest. The town is a pleasant residential one with a municipal bathing beach on the shores of LAKE EVA. The buildings of the Florida Military Institute overlook the same lake. Haines City is really the gateway to the "Ridge" district, and from it two roads, U. S. 17 and Florida 8, will take you to some really noted sights.

At LAKE ALFRED, U. S. 17 and U. S. 92 at last decide to separate, U. S. 17 going south to Punta Gorda and U. S. 92 continuing west to Tampa. We shall follow the latter road for the moment. Lake Alfred is in one of the greatest citrus-growing sections of Florida, and the drive to and through Lakeland is marvelous during blossom time in February.

LAKELAND, with a population of over 21,000, is the second-largest of Florida's inland cities. It is the metropolis of the region growing one third of the citrus fruits produced by the state, and it is the second in the state for strawberries. You will wish to see the charming civic center around LAKE MIRROR, one of the 14 lakes in and near the town, and particularly Florida Southern College, a co-educational institution with 800 students.

Here a HINDU TEMPLE or shrine has been brought from Benares and re-erected on the college grounds. It has been converted into a Christian shrine with a cross on the roof and others on the altar. It is reflected in the waters of the WISHING POOL. The story goes that throwing any small coin into the waters will assure the granting of any wish. Around the shrine and the pool is the GARDEN OF MEDITATION.

Once you have seen this, you have just about exhausted the sight-

seeing possibilities of Lakeland. The usual Florida tourist recreations are available in City Park and in Munn Park.

PLANT CITY is the strawberry metropolis, over three fourths of the winter berries being shipped from this point. The season reaches its height during the STRAWBERRY FESTIVAL in February.

Tampa

TAMPA, on the HILLSBOROUGH RIVER, which runs through the city on its way to Tampa Bay, is the third-largest Florida city. Once intended to rival the towns of the East Coast as a tourist resort, it has developed largely into a commercial and manufacturing city, and as a winter playground is far surpassed by St. Petersburg (see page 255) across the bay.

Except for some new developments like the new U. S. Army Air Base, most of the sights are in PLANT PARK, grouped around that fantastic building that was once the TAMPA BAY HOTEL. This rambling old structure, built in the eighties in "Moorish" architecture, cannot be adequately described by me. All I can say is that one look will make any lover of architecture call feebly for smelling-salts! But tastes change with the years, and when it was built not so very long ago it was considered the last word in elegance.

Today the building houses, among other things, the UNIVERSITY OF TAMPA. The average enrollment is 500 students in this co-educational university, and the old building has 402 rooms, so the school has plenty of space. There is a MUNICIPAL MUSEUM on the ground floor.

At the eastern entrance to the university stands the DE SOTO OAK, where the explorer is alleged to have traded with the Indians, and on the same grounds is the HENRY PLANT MEMORIAL, a really lovely fountain group by George Gray Barnard, symbolizing Transportation. There is a small zoo along the stream that leads from the fountain, and in the same park are the Municipal Auditorium and Recreation Grounds.

The modern ADMINISTRATION BUILDING of the airport on Davis Islands (three man-made islands designed as a real estate development in the Bay) is interesting; so is the LIBRARY, and especially so is OAK LAWN CEMETERY. Here can be seen the long ditches, now filled over and surrounded by gravestones, where people were buried in a com-

mon trench during the yellow fever epidemic of 1873, there being no time to dig individual graves for them.

But to me the most interesting thing in and around Tampa is the section of town known as YBOR CITY, once a city in its own right but now part of the greater Tampa. Here you might well imagine yourself abroad. Spanish is the language commonly spoken on the streets, and Spanish are the customs of the citizens. Tampa is a great place for the manufacture of cigars, and at the CUESTA-REY CIGAR FACTORY you can watch them being manufactured by hand exactly as cigars are made in the finest factories of Havana.

An oddity among sights is offered by END'S RATTLESNAKE CANNERY near the end of the great Gandy Bridge which leads across the Bay to St. Petersburg. Here, after the venom has been extracted, they can rattlesnake meat and ship it nearly all over the world, presumably to people who like canned rattlesnake meat. They also make smoked rattlesnake in small strips called "Snake Snacks" for cocktail parties. If you actually eat a piece of snake at the cannery they give you a certificate. I haven't got one. I like snails, and I like eels, but I know when I'm licked.

What to Do

Although Tampa is hardly a tourist center, strictly speaking, there is quite a lot for a tourist to do there. The distinctive restaurants of the vicinity run heavily to Cuban-Spanish cooking, and among them I have heard good reports of the Columbia, the Barcelona, Los Novedades, and the Valencia. For American food people speak well of The Lenox Cafe.

Sulphur Springs is a picnic, recreation, and swimming spot out in the suburbs. There is swimming in pools nearer town as well. The fee everywhere seems to be 25 cents.

There are seven GOLF COURSES, of which four have 18 holes. Greens fees are adjusted apparently according to the distance you must travel to play. They vary from 50 cents at the Temple Terrace Golf and Country Club 12 miles from town to $2 at the Palma Ceia Golf and Country Club nearer town.

TENNIS is available on seven courts, all free except those on Davis Island, where there is a small charge on an annual basis.

At the Tourist Recreation Center are facilities for CHESS, CHECKERS, ROQUE, SHUFFLEBOARD, and HORSESHOE PITCHING.

There is SKEET SHOOTING at the Forest Hills Country Club.

The GREYHOUND RACES at Sulphur Springs Dog Track give full amusement value for the 30 cents it costs to get in.

FISHING is done informally from every bridge and pier, and DEEP SEA FISHING more formally by boats which may be chartered at the Yacht Basin and half a dozen other places.

What to Buy

Distribution is so perfect in America that it is hard to find a local product in most places. However, in Tampa, besides CIGARS and CANNED RATTLESNAKE, really beautiful IRON AND STEEL FURNITURE is made by the Art Craft Metal Works at 914 Tampa Street.

South From Haines City

Once Winter Haven is passed, U. S. 17 south is less interesting to me than Florida 8. However, it has certain points of interest and, as the roads are not too far apart, the ideal thing to do is to combine them, in a manner which I will suggest later.

Turning south on U. S. 17 at Lake Alfred, a drive of only 6 miles will bring you to WINTER HAVEN. FLORENCE VILLA, on the way, consists chiefly of a hotel and a citrus packing house (both good of their kind). There are 97 beautiful lakes within a 5-mile radius of Winter Haven, and the town and surroundings are also lovely. At the Municipal Pier on LAKE HOWARD you can take a motorboat to CYPRESS GARDENS, and if your time permits I urge you to go there. Once a swamp, this wilderness has been landscaped (but not too much) into a garden which offers a superb combination of great trees and bright flowers. The admission is 35 cents.

BARTOW is a nicely landscaped, quiet town with a civic center having an auditorium, swimming pool, and recreation park. FORT MEADE is dominated by the remains of a boomtime hotel. BOWLING GREEN is famous for shipping strawberries, and WAUCHULA for shipping frog-legs!

Having thus brought you 36 miles in one paragraph, let us hurry south for 26 more, keeping a good watch for cattle as we do so, for ARCADIA is the center of another great grazing region. Here, in the

FATHER AND MOTHER SEMINOLE AT WORK

THE CHILDREN AT PLAY

A STREET IN FORT MYERS

THE RINGLING MUSEUM AT SARASOTA

tourist camp, the Tin Can Tourists of the World usually gather to spend Christmas.

South of Arcadia the road follows the general course of Peace Creek to Punta Gorda (see page 236).

The Ridge Road

Florida 8 runs almost due south from Haines City through some of the highest lands in Florida. The most famous sight along this road, and one of the most famous in all Florida, is the Singing Tower at Mountain Lakes. Although you will pass this on your way to Lake Wales, I would go into town first and come back to it at leisure, for here is a place where you will want plenty of time.

Lake Wales owes its fame to its proximity to the MOUNTAIN LAKE SANCTUARY. This 58-acre tract lies on IRON MOUNTAIN, 324 feet above sea level (quite an altitude for Florida), and from it 30 lakes can be seen. The whole Mountain Lake development of thousands of acres around the sanctuary itself is rigidly restricted to groves and home sites. No commercial buildings are allowed to disturb the serenity of the view.

The great feature of the Mountain Lake Sanctuary is the SINGING TOWER, although the gardens would be noteworthy if there were no tower there at all. The Singing Tower rises 230 feet into the air and supports a carillon of 71 bells, the smallest weighing about 12 pounds and the largest about 11 tons. The tower is a memorial to Edward Bok, and he is buried in a crypt at its base.

By all means you should arrange to hear one of the carillon concerts given here. Regular concerts are at 3 P.M. on Sundays and at noon on Tuesdays, Thursdays, and Saturdays. There are usually additional concerts on religious holidays and at the time of the full moon.

No picnicking is allowed in the sanctuary, where, by the way, over a hundred varieties of birds have been noted. By a neat trick of psychology which has saved much disorder, all male visitors are requested to wear coats. The parking fee is 25 cents.

There is nothing particular to tell about BABSON PARK, except that it was founded by the pundit of Wellesley, and about FROSTPROOF, except that the name proved over-optimistic. AVON PARK is beautified by its jacaranda trees when they are in spring bloom, its mall 120 feet wide and a mile long, and the amazing number and variety of ornamental

shrubs which decorate the town. With no single outstanding thing to describe, it is one of the most delightful and beautiful spots in the state.

At SEBRING the ridge begins to flatten out into the Everglades country. The great sightseeing feature here is the 2,385-acre HIGHLANDS HAMMOCK STATE PARK. The wild appearance of this game refuge has been carefully preserved. The native wild animals have learned that they are safe here, so they can often be seen at fairly close range. A noted beauty spot is LITTLE CHARLEY BOWLEGS CREEK. Bicycling is a favorite amusement in the park. The admission charge of 35 cents for car and driver and 15 cents for each additional passenger is used for the maintenance of the park. Bicyclists, pedestrians, students, and children under twelve enter free.

Just before entering the park you will pass a BOTANICAL GARDEN AND ARBORETUM with a display of rare plants.

South of Sebring there is not a thing to describe as far as CHILDS, and nothing to say about this town except that here Florida 8, which you have been following, turns sharply east to the coast through OKEECHOBEE, at the north end of that lake, and finally ends at Fort Pierce on the coast. Florida 18 leads east to Arcadia (see page 248), and Florida 67 will take you south to Moore Haven on the shores of Lake Okeechobee and to Clewiston (see page 234). A little south of Childs on the latter route you will pass through the beautifully kept ROEBLING ESTATE.

Now, if you wish to combine the two routes, I would suggest following U. S. 17 from Haines City through Winter Haven to Bartow. Turn left here and follow Florida 79 through a phosphate-mining region, where many abandoned pits are now filled with water and bright with the blossoms of the water hyacinth.

At Lake Wales turn south again on Florida 8 and follow that road to Childs, and there go south, east, or west, according to your final objective.

Florida— 32

FROM JACKSONVILLE TO ST. PETERSBURG BY THE CENTRAL LAKE REGION

THE FIRST 19 MILES OF YOUR ROUTE FROM JACKSONVILLE TO BALDWIN will follow the general line of the Seaboard Air Line Railway and is not too interesting. Just travel along on U. S. 90 until you reach the junction of Florida 13 at Baldwin, and then turn left and south on that road.

STARKE, 27 miles to the south of Baldwin, is a great place for naval stores, as turpentine and resin are still called, and on the way you will see many pine trees slashed for the extraction of the sap from which these products are derived. Then between WALDO and Gainesville you will pass many groves of TUNG TREES, the nuts providing a valuable oil used in the preparation of paints and lacquers and waterproof varnish.

At GAINESVILLE the pretty Tudor Gothic red brick buildings of the University of Florida stand on grounds of 1,500 acres. (As if that were not enough, they have the additional 1,500 acres of the AUSTIN CAREY MEMORIAL FOREST, which you will have passed on the way into town.)

The University has some interesting things to see. There is the EDMUND KIRBY-SMITH HERBARIUM with 6,000 specimens of flora, and the FLORIDA STATE MUSEUM in the Seagle building with Indian and other early historical relics.

Just south of Gainesville (your road now is U. S. 441) you will drive over a causeway 2 miles long over PAYNE'S PRAIRIE, really a marsh. It is a favorite place for cattle grazing and truly beautiful, especially in the spring, when it is bright with flowers.

There is little to tell about MICANOPY, but at MC INTOSH, on the shores of ORANGE LAKE, you certainly should pause long enough to take the BIRD ISLAND CRUISE. Here is a bird sanctuary, at its best during the

breeding season but interesting the year round. It is a haunt of the egret. Also here are true FLOATING ISLANDS, masses of weeds and roots 8 to 10 feet thick, which the winds blow about the lake and which are solid enough to walk on. The cruise costs 50 cents.

OCALA is quite a town. It enjoyed a brief boom when it was expected that the FLORIDA SHIP CANAL, which was to connect the Atlantic with the Gulf of Mexico by way of the St. Johns, Ocklawaha, and Withlacoochee Rivers, would have its completely canalized section started just south of town. But the project was abandoned, and Ocala went back to being a nice commercial town which is at the same time a tourist center of the quieter sort.

There are few things to see in the town itself, but lots to see in the country around it.

First in rank of the great natural sights near Ocala is SILVER SPRINGS, only a few miles away on Florida 19. Here one huge spring and about 150 smaller ones with a combined flow of 500 to 800 million gallons daily unite to flow into the Ocklawaha River by way of SILVER SPRINGS RUN. The water is a constant 72 degrees Fahrenheit the year round and is so unbelievably clear that objects can be plainly seen with the naked eye on the bottom 80 feet down. The springs are best seen from the glass-bottomed boats, which give a short trip for $1 and a long one for $2. Either is too short, but either is worth the money. Here among the fresh-water fish can usually be seen many salt-water varieties which have swum all the way up the St. Johns and Ocklawaha Rivers to cure scale diseases peculiar to salt water, which will not live in the healing waters of the spring.

Another noted sight at Silver Springs is the FLORIDA REPTILE INSTITUTE, where snakes are "milked" of the valuable venom for serums shipped to hospitals all over America as a cure for snakebite. The venom is extracted on Sundays at 3 P.M. The Institute is open daily from 7:30 to 6. Admission is 25 cents.

If Silver Springs does not satisfy your longings in this line, you might enjoy driving west on Florida 16 to DUNELLON, a nice resort, and to RAINBOW SPRINGS. If time permitted I would certainly go, for, while a description would inevitably make them sound exactly like a slightly smaller edition of Silver Springs, they are in reality endowed with an individuality of their own. The surroundings are lovely.

There is even that rare thing in Florida, a waterfall, and the Rainbow Restaurant is locally renowned.

Although the development of the surrounding country has robbed the OCKLAWAHA RIVER of much of the vegetation which once made it an unspoiled wilderness, a launch or a canoe trip down the stream is still a delightful experience.

Further east on Florida 19 is the 430,000-acre OCALA NATIONAL FOREST, where JUNIPER SPRINGS has been developed into a recreation park of real perfection and where you can take a canoe trip along the stream leading from the springs to Lake George, through country really unspoiled by civilization.

LAKE WEIR, south of Ocala, is a popular resort particularly for hunters and campers and fishers. Beautifully located on the lake of the same name, it has no sights but a strictly modern and somewhat gruesome one. At Ocklawaha near by is the house where Ma Barker and her son Fred, who had been leaders in the Bremer kidnaping, were finally surrounded by Federal agents on January 16, 1935, and were killed when they made the error of judgment in trying to shoot it out.

From LEESBURG (the Venetian Gardens which border Lake Harris are exquisite) U. S. 441 will take you to Orlando (see page 243). Even if you have no intention of proceeding as far as Orlando, you should at least detour long enough to visit the citrus region called the GOLDEN TRIANGLE, the three deservedly popular resorts of EUSTIS, MT. DORA, and TAVARES forming the points.

From Leesburg, with St. Petersburg as the objective, I would go west to BUSHNELL, where DADE MEMORIAL PARK is of very mild interest, at least to me. Here again you have a choice of routes, both good. Florida 23 will take you south to Lakeland (see page 245) through DADE CITY; or, as I believe to be preferable, you can follow Florida 23 to its junction with Florida 51 and turn west on that road to BROOKSVILLE.

Here the LEWIS PLANTATION AND TURPENTINE STILL, while pretty well stage-managed, will give you a good idea of how turpentine is produced. The food in the Colonial Dining Room is said to be excellent.

Also near Brooksville are the WEEKIWACHEE SPRINGS, the fifth-largest in the state, fascinating if you have not seen Silver Springs and Rainbow Springs, and just one more spring if you have.

From latest reports the road south along the coast from the springs

is not too good, so I would continue south from Brooksville on U. S. 41 which will lead you to Tampa (see page 246) if followed through. But a right turn at GOWERS CORNER will take you to Florida 19 south along the shore of the Gulf of Mexico.

TARPOON SPRINGS is not only a resort of renown, but is one of the largest centers of the sponge-fishing industry in the world. Here the Greek sponge-fishers put out to sea four times a year. The fleet always is blessed by the priest of the Orthodox Church on its departure, and is greeted in gala mood by most of the population on its return. It comes back at various times, according to the weather and the catch, but always arranges to be back for Epiphany and for Easter. There are great religious ceremonies at these times, and also on January 6th, which according to the Greek calendar is Christmas Eve.

The CHURCH OF THE GOOD SHEPHERD has many interesting paintings by George Inness, Jr.

DUNEDIN, CLEARWATER, and BELLEAIR are so linked that they can be considered as one community for our purposes. The PEACE MEMORIAL CHURCH with its Tiffany windows is a memorial to the dead of the First World War, as is the SOLDIERS' AND SAILORS' MEMORIAL CAUSEWAY to Clearwater Island and beach. You will also want to see the beaches, the Yacht Club, and the Municipal Trailer Camp.

At Belleair, Henry F. Plant built the Belleview, the first of the big Gulf Coast hotels which he intended to rival Palm Beach. The 275 acres of grounds are a great beauty spot. Also at Belleair is the BELLEVIEW-BILTMORE CASINO intended to compete with the more famous Bradley's on the other coast.

The JAPANESE GARDENS, really designed by a Japanese, offer a collection of Japanese plants, a temple, a pagoda, a tea-house, and real beauty. They are open from 9 to 5 from December to May. Admission is 25 cents.

There is plenty of amusement at Clearwater: frequent concerts and other entertainments in the Auditorium, all the usual tourist amusements, and swimming and fishing.

The Dunedin Country Club and the Clearwater Country Club have 18-hole golf courses (greens fee at either is one dollar), and there are two more 18-hole courses in the grounds of the Belleview Hotel, with greens fees of $2.50.

St. Petersburg

This city has made its fortune by realizing that people over twenty can have a good time. The older generation have made St. Petersburg comfortably their own, and never in St. Petersburg's advertising will you see a "cutie" posed in the foreground, for which blessed relief many thanks. Here is the home of the THREE QUARTERS OF A CENTURY CLUB, the membership being limited to those over 75 years old, all having a grand time for themselves.

This is not to say that young people can't have a good time at St. Petersburg. They can and do, but just the same, the accent is definitely not on youth.

When people first arrive and see the green benches along St. Petersburg's streets filled with elderly people sitting in the sun, they are inclined to get the mistaken idea that that is all they do. Nothing could be further from the truth, and many a 20-year-old boy has gotten a new respect for Grandma after trailing her through a restful day beginning with a morning dip in the sea, continuing through a luncheon, a dinner, a visit to the Dog Races, and ending with a little snappy 2 A.M. gambling at the Belleair Casino.

St. Petersburg is blessed with a sunny climate, so reliable that an afternoon paper gives away its entire edition if the sun has not shone by the time it appears on the streets. They hardly ever have to make good on the offer.

To see most of the sights in one gulp, head for the MUNICIPAL PIER, where the chief amusements are fishing and feeding the gulls, pelicans, and ducks that cluster round it. The street leading to the pier, really an extension of Second Avenue north, is called THE MOLE. It is a landscaped stretch between the YACHT BASINS, and along it are most of the things you will want to see. Here the ART CLUB OF ST. PETERSBURG maintains a continuous exhibit of contemporary work by artists of renown, and almost opposite the Art Club is the ST. PETERSBURG HISTORICAL MUSEUM. In addition to archeological exhibits from Indian mounds, there is a collection of women's bonnets showing the development of feminine headgear during the last 200 years that would alone make a visit obligatory.

The SOLARIUM, a great enclosure for nude sun bathing, is also on

the Mole, and so is the beach, with salt-water bathing in the bay and fresh-water bathing in a heated pool.

The Federal Building is a good advertisement for the climate, for it houses the first OUTDOOR POST OFFICE in America; and MIRROR LAKE PARK, the recreation center, is something to see. This park is headquarters for the Shuffleboard Club, with 116 courts and over 4,000 members.

The ALLIGATOR FARM (open daily 9 to 5, admission 35 cents) has about 1,500 'gators on display, one being estimated to have reached the grand old age of 400 years.

If you wish to make excursions out of town, many Gulf resorts are within easy reach. PASS A GRILLE is a quiet one and very popular. Also within easy reach is Sulphur Springs (see page 247).

Two causeways lead across the bay to Tampa (see page 246), of which the GANDY BRIDGE is probably the most convenient. The toll for a car and driver is 55 cents, and 10 cents for each additional passenger.

What to Do

The Chateau and the Chatterbox have been recommended as dine-and-dance places, and the Fountain Tea Room on the Municipal Pier is said to be good for food.

Naturally there are MOVIES.

FISHING from the Municipal Pier or from the bridges or wharves is a great sport, and boats for DEEP SEA FISHING can be chartered at the Yacht Basin.

There is SWIMMING at the beaches already mentioned along the Mole, and at the Gulf beaches 10 miles to the west.

Mirror Park is headquarters for SHUFFLEBOARD, ROQUE, LAWN BOWLING, CHESS, HORSESHOES.

There are three 18-hole golf courses in the immediate vicinity, greens fees varying from $1 to $1.50.

The St. Petersburg Kennel Club offers DOG RACING (admission 25 cents).

What to Buy

Although I have found no really distinctive products of local manufacture, you can get everything in the world in St. Petersburg shops, many of them being branches of world-famous stores.

Naturally there are souvenirs. You might buy a baby alligator at the ALLIGATOR FARM, or a "SNAKE SNACK" (see page 247) at the Tampa end of the Gandy Bridge, or some cigars from Ybor City (see page 247). And of course there is always the perfect gift: a box of fruit.

WESTERN FLORIDA

Route U. S. 90

WESTERN FLORIDA IS AS DIFFERENT FROM THE TOURIST FLORIDA OF THE southern sections of the state as can well be imagined. Here you find people differing in customs, in appearance, and decidedly in economics, for this is a farming community and some of it is definitely on the primitive side.

In many districts the families are largely interrelated, suspicious of strangers, and slow to call in the law to settle their quarrels and affairs, which they consider strictly their own business. All of this makes it a fascinating country to drive through, even though there are few conventional sights along the way.

The main road, and the most convenient one to the west, is U. S. 90. From Jacksonville to Baldwin (see page 251) there is nothing to describe. After Baldwin the first town needing mention is MACLENNY or MACCLENNY (I have seen it spelled both ways), famous as being Florida's Gretna Green, where the local J. P. does a thriving business in hasty marriages. (His wife is said to pinch-hit for him when he happens to be out of town.) And at GLEN ST. MARY is a huge nursery which, with its acres of flowering shrubs, is really a great sight.

The OLUSTEE MEMORIAL 3 miles east of the town of the same name marks the site of the biggest battle fought in Florida during the War Between the States. The town is a center for the "naval stores" industry.

From Olustee to Lake City the road crosses the lower edge of the OSCEOLA NATIONAL FOREST. This tract of 155,993 acres is strictly an experiment station, and has not been at all developed to attract tourists. LAKE CITY is important locally, but like the near-by forest is not a tourist resort.

After Lake City the landscape begins to change and the flatwoods,

with their scrub palmetto and pines, give way to rolling clay hills covered with live oaks and other hardwood trees. The town of LIVE OAK is the center of a tobacco-growing region, and wakens to frenzied life for two weeks in August when the auctions are held.

About midway between Live Oak and Madison you will cross the SUWANNEE RIVER, far more romantic in song than in appearance. MADISON is a real southern town with many white pillared houses. Jefferson Davis was captured here after the Civil War. MONTICELLO was named after Thomas Jefferson's estate, and the courthouse is an imitation of his residence.

The state capital, TALLAHASSEE, is a good-looking little town. It was the only state capital that was never captured by Federal troops during the War.

Its three principal sights crown three hills: they are the really pretty STATE CAPITOL BUILDING, the buildings and grounds of the FLORIDA STATE COLLEGE FOR WOMEN, and the AGRICULTURAL AND MECHANICAL COLLEGE FOR NEGROES.

From Tallahassee to Pensacola you have the choice of two routes. You can either continue on U. S. 90 or turn south and reach Pensacola by a road following the coast, described below.

From Tallahassee west on U. S. 90 you will pass through one agricultural town after another, with nothing much to stop for until you reach MARIANNA and the FLORIDA CAVERNS STATE PARK near by. There is a Natural Bridge in the park, and the caverns are lighted by electricity.

At DE FUNIAK SPRINGS are not only the springs of the same name, a mile around and 80 feet deep, with good swimming, but also the first Confederate monument to be erected in the state: a white marble shaft which supports a hand with the first finger pointing upward.

And then there is not a thing to describe until you reach Pensacola. Just bowl along for 80 miles, and look out for cattle.

The Coast Route from Tallahassee to Pensacola

To me this is by far the more attractive route of the two. Although again there are few sights, much of the road passes along the north shore of the Gulf of Mexico and you get many glimpses of the water.

Florida 319 is the first road to follow, and the first place to stop is at WAKULLA, to see the great WAKULLA SPRINGS. These are quite mar-

velous. Evidently they were a haunt of animals in prehistoric days, for far down on the bottom can still be seen the petrified head and tusks of a mammoth, drowned there unnumbered thousands of years ago. There are of course glass-bottomed boats, giving you an excellent view of the springs for 50 cents per person. Here one may see the "pole-vaulting fish," "catfish football game," and the "diving monkey."

A legend says that these springs were sacred to the Indians, and that it was here that Ponce de Leon was fatally wounded by an Indian arrow when he insisted on bathing in the waters in his quest for the Fountain of Youth.

The park is a game preserve. The wading birds in particular are very tame, herons and egrets going calmly about their fishing within a few feet of the bathers.

After your road reaches the shores of the Gulf, the first town of any importance will be CARABELLE, a fishing village and resort. Then you follow the shores of ST. GEORGE SOUND, separated from the Gulf by DOG ISLAND, ST. GEORGE ISLAND, FLAG ISLAND, and ST. VINCENT ISLAND offshore. While you are still abreast of the long St. George Island, the 6-mile-long GORRIE BRIDGE will take you across the waters of EAST BAY to APALACHICOLA, where the John Gorrie after whom the bridge was named is further celebrated by a monument commemorating his discovery of the process of making artificial ice.

After leaving Apalachicola, follow U. S. 98 to PANAMA CITY, a great paper town drawing its supplies from near-by forests, and also a great summer resort for people from southern Alabama.

Before reaching Pensacola you will pass along the southern edge of the great CHOCTAWHATCHEE NATIONAL FOREST. Like the Osceola National Forest, this is not a tourist resort. Its 368,048 acres are used strictly for conservation and experimental purposes, except for a portion recently set aside as a U. S. Army bombing range.

Pensacola

PENSACOLA is reached by a toll bridge (car and driver 75 cents, each additional passenger 10 cents) across Pensacola Bay. A very modern little city, and a railroad and shipping center, it offers few conventional sights in the town itself. In the PLAZA FERDINAND VII the sovereignty of Florida was transferred to the United States by Spain, and in the

DOROTHY WALTON HOUSE, built in 1805, is a museum of old maps, coins, and historical relics of the neighborhood. The museum is open from 9 A.M. to 12 and 2 P.M. to 6. Admission is 10 cents.

That just about covers the sights within the city proper, but just outside the town is the PENSACOLA NAVAL AIR STATION, where the U. S. Navy trains its fliers. Here the great training field is a point of interest which is the last word in modernity, and near by are the ruins of FORT SAN CARLOS built in 1790 and the newer FORT BARRANCAS built by the American Government in 1844. The two forts are connected by a brick tunnel. The dates given above are those of the completion, not the beginning of construction.

And if you are going further afield, U. S. 90 will take you out of the state of Florida to Mobile in Alabama (see page 277), 65 miles from Pensacola, or a drive of 138 miles to the north over U. S. 29 and 31 will take you to Alabama's capital, Montgomery (see page 275).

A Few Statistics of Florida

Area: 58,666 square miles. *Population (1940):* 1,887,804. *Capital:* Tallahassee, population 16,097. *Boundaries:* Alabama and Georgia on the north, the Atlantic Ocean on the east, the Straits of Florida on the south, and the Gulf of Mexico and Alabama on the west. *Government:* Legislature, composed of a Senate with 38 members and a House of Representatives with 95. *Climate:* Semi-tropical, and surprisingly even. The mean average and annual temperature is 70.8 degrees Fahrenheit, varying only about four degrees winter and summer. *Nickname:* The Everglades State, or the Peninsula State. *Rainfall:* Averages 49.8 inches annually at Jacksonville. *Largest city:* Jacksonville. Population 174,336. *Rank among the states in area:* 21st. *Rank among the states in population:* 27th. *Density of population per square mile of area:* 32.2. *Cities over ten thousand in population:* 20.

A Little History

1513 Ponce de Leon lands near St. Augustine, and is generally credited with being the discoverer of the state. However, an excellent authority* has pointed out that, as Florida appears on a map of the year 1502, it must have been seen before that date, but by whom or just when we do not know.

1521 Other adventurers and explorers having visited Florida in the meantime, Ponce de Leon returns in this year, is mortally wounded by an arrow in a fight with the Indians, returns to Havana, and dies there.

1528 Panfilo de Narvaez explores western Florida. He lands an expedition which arrives in Lower California 8 years later, thus becoming the first Europeans to cross the main body of North America.

* A. Hyatt Verrill, *Romantic and Historic Florida*. Dodd, Mead & Co., New York, 1935.

1539 De Soto lands at Tampa Bay and begins his explorations. He dies in 1542 and is buried in the Mississippi.

1560 This is one of the most important years in the history of Florida. The Spaniards are gone, but the descendants of the orange trees imported from Spain in 1560 still bring wealth into the state.

1562 Jean Ribault, with a party of Huguenots, lands at what is now Mayport. He does not remain, but settles near Beaufort, S. C.

1564 René de Laudonnière founds a colony near the present site of St. Augustine.

1565 He is visited, apparently amicably, by Sir Francis Drake and Sir John Hawkins. Later in the year the Spaniard Pedro Menéndez de Avilés arrives, massacres the Huguenots near Matanzas, and founds the city of St. Augustine.

1566 Fray Pedro Martinez is killed by the Indians near Fernandina, and thus becomes the first Jesuit martyr in America.

1586 Sir Francis Drake returns, attacks St. Augustine, burns the town, and destroys the fort.

1593 A second fort is built on the present site of Fort Marion.

1606 The colonists have a bad time, with recurrent Indian massacres ashore and pirate depredations at sea.

1620 The Pilgrims land on Plymouth Rock on the Massachusetts coast, 107 years *after* Ponce de Leon's first visit to Florida.

1686 The English and their Indian allies drive the Spaniards from the territory north of the St. Johns.

1719 In one year Pensacola changes hands four times, being twice captured by the French and twice recaptured by the Spanish.

1739 England declares war on Spain. Oglethorpe, with 2,000 Indians, captures the Spanish forts on the St. Johns. He also attacks St. Augustine but is repulsed.

1748 Peace is concluded.

1762 War breaks out again.

1763 The English capture Havana, but trade it back to Spain for Florida.

1783 Florida is loyal to England during the American Revolution—so as a reward England exchanges it with Spain again for a part of the Bahamas.

1800 The pirate Gasparilla establishes his headquarters on Gasparilla Island, near Charlotte Harbor.

1809 The French claim Florida. As a result of depredations by the Indians, the men of Georgia and Alabama conduct forays of a punitive nature into the state.

1810 Spain is unable to keep order and there has been much infiltration of settlers from the north into the state. The Republic of West Florida is proclaimed.

1811 The Republic of East Florida is proclaimed.

1814 The Republic of East Florida is ceded to the United States.

1821 Andrew Jackson having led a successful expedition into Florida, the cession is ratified by Spain and the colony is formally attached to the United States. The pirates of the Gulf of Mexico are attacked and routed. Gasparilla commits suicide.

1835 The Seminole Indian War begins.

1837 Osceola, the great Seminole chief, trusting to the protection of a flag of truce, is treacherously captured at St. Augustine.

1839 Osceola dies at Fort Moultrie.

1842 The de facto end of the Seminole War. Technically it is still (1940) going on, for many Seminoles, having taken refuge in the Everglades, never formally made peace. Only within the last few years have they acknowledged the sovereignty of the United States government, and that only by acceptance of the benefits the government is belatedly giving them.

1845 Florida is admitted to statehood.

1861 Florida secedes from the Union. Her forts are occupied by Federal troops and held by them until the end of the Civil War.

1865 Jefferson Davis is captured at Madison, Fla.

1895 A cold wave, known since as the "great freeze," with a temperature of eight above zero Fahrenheit, does incalculable damage to Florida fruits and crops.

1901 The "great fire" in Jacksonville.

1912 The Railway to Key West is formally opened.

1923 The most fantastic land boom since the Mississippi bubble hits Florida.

1926 Hurricane at Miami causes severe damage.

1935 Another hurricane sweeps the Keys and the mainland, does great damage to life and property, and wrecks the railway over the Keys so badly that it is abandoned.

1938 The state takes over the railroad and uses its great bridges to complete the Overseas Highway to Key West.

1940 Florida assumes a new importance in the national defense, and many millions are spent in the construction of army, navy, and air bases, and other military works for the defense of the United States and of the Panama Canal.

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FROM ATLANTA THROUGH BIRMINGHAM TOWARD MEMPHIS

YOUR ROAD FROM ATLANTA AS FAR AS BIRMINGHAM IS U. S. 78. THE route as far as the Georgia state line is a nice ride through rolling country which is probably fine to live in but offers nothing of great interest to the tourist.

So just roll along for 67 miles until you come to the state line, and then keep right on rolling through HEFLIN and the northern section of the TALLADEGA NATIONAL FOREST until you come to Anniston.

ANNISTON boasts chiefly that it is one of the great textile centers of the state, and that it produces the largest quantity of cast-iron soil pipe of any town in America. I doubt, however, whether that is of any particular interest to the tourist, who will probably be more interested in the beautiful architecture of SAINT MICHAEL'S AND ALL ANGELS CHURCH, the arching oaks shading LEIGHTON AVENUE in the residential district, the well-developed CIVIC CENTER, and particularly the beauties of CHEAHA STATE PARK. This recreation spot, with its stone observation tower crowning the summit of CHEAHA MOUNTAIN, the highest spot in Alabama (2,407 feet), is usually entered from MUNFORD, on U. S. 241, some 14 miles south of Anniston. The VIEWS from the park are magnificent.

About the only remaining sight in town itself is the REGAR MUSEUM OF NATURAL HISTORY, which Anniston claims is the seventh-largest of its kind in the United States; but there are some more sights out of town. A few miles to the northwest is the great U. S. Army reservation at FORT MC CLELLAN, and a few miles west of town at ESTABOGA, on the direct route from Anniston to Birmingham, is the very interesting STATE FISH HATCHERY.

Of course, if you are in a hurry and therefore have to take the direct route, you will not find it too uninteresting, as it passes through pretty

THE SINGING TOWER AT LAKE WALES

AT SILVER SPRINGS

CYPRESS TREES NEAR LAKE WALES

country with views of the OAK and SHADE MOUNTAINS to the left and the BEAVER CREEK MOUNTAINS to the right on the way. But, if time permitted, I would turn onto the SKYWAY MOTORWAY leading southwest along the crests of the TALLADEGA MOUNTAINS in Talladega National Forest. It will lead you to Cheaha Mountain, with magnificent views before and while you are there, and after you leave; it will take you almost the length of the forest, and will finally connect with Alabama 91, which will lead you into Birmingham from SYLACAUGA.

In this town there is little to see from the tourist's point of view. There are immense textile mills and the largest MARBLE QUARRY in the world. Twelve miles away is KYMULGA CAVE or, as it is also called, the CAVERNS OF LUN HAMGA, interesting only if you have not seen caverns elsewhere.

The caverns are reached from WINTERBORO on U. S. 241, almost exactly halfway between Sylacauga and TALLADEGA, which in its turn is on the same highway west of the Talladega Mountains almost exactly halfway between Sylacauga and Anniston. There are several old houses worth seeing in Talladega.

One old house, ORANGEVALE, is on U. S. 241 about 9 miles south of town. THORNHILL is a magnificent example of ante-bellum plantation houses (it was built in 1834), and so is MOUNT IDA, with its huge old box shrubs and even huger old magnolias. Also too good to miss is the JEMISON PLACE, built about 1835.

You will have to content yourself with a glimpse of the exterior of most of those, although you can visit two fine old buildings forming part of well-known educational institutions. SWAYNE HALL, built in 1850, a building of very real distinction, is now the pride of TALLADEGA COLLEGE. This is Alabama's oldest Negro college.

MANNING HALL is generally considered to be among the finest examples of pure Southern Colonial architecture in the state. Built in 1858, it is now the chief building of the SCHOOL FOR THE DEAF. Also not to be missed is SUNSET INN, operated by the county, resembling a hotel, and used as a retreat where the older generation may pass their sunset years at a minimum cost. And the OAKS shading the streets are a sight in themselves.

Birmingham

In Birmingham the accent is entirely on the modern side. The city is often called "the Pittsburgh of the South" and no better descriptive

phrase could be coined. The city is devoted to iron and steel, so devoted that in a park atop RED MOUNTAIN it has erected the second-largest metal statue in the world (the largest being the Statue of Liberty) to the god VULCAN, his upflung hand rising 180 feet above the park at his base. Another statue, this time of the goddess Electra, crowns the ALABAMA POWER COMPANY BUILDING, a building of which Birmingham is enormously and justly proud.

Another fine building is the JEFFERSON COUNTY COURTHOUSE, charmingly located by pretty little WOODROW WILSON PARK, which offers a patch of green and flowers in the heart of the city.

The STEEL MILLS are particularly impressive at night when the molten metal is being poured.

LEGION FIELD is an impressive memorial to the dead of the First World War. There is a small but fairly interesting museum in the PUBLIC LIBRARY. Lovers of the Negro stories of Octavus Roy Cohen should visit EIGHTEENTH STREET, the center of the locale where Florian Slappey led his picaresque existence. And then, once you have seen the residential districts of MOUNTAIN BROOK and the SOUTH SIDE, I really feel that you can say that you have done your duty by Alabama's largest city, unless you want to stay overnight, or to have a meal at Mary Beard's Tea Room, which people tell me is good and not expensive.

On to the Mississippi Line

The most direct route to Mississippi and Memphis is U. S. 78. But in my opinion it is also the least interesting; therefore I would follow it only as far as the junction with U. S. 43 at Hamilton and then turn north to Florence and Sheffield (see page 272) for at least a glimpse of the Tennessee Valley district. Or, perhaps better, I would give it a miss altogether and go directly north to the Tennessee Valley on U. S. 31.

If you follow U. S. 78, you will find some of the largest coal mines in the United States located near JASPER, where too are BANKHEAD FARMS, a rural rehabilitation project of the Federal government and the homes of the various Bankheads: the present Senator, the late Speaker of the House, and the glamorous Tallulah.

From Eldridge a good (with reservations—better enquire locally) but not hard-paved road leads north to the BLACK WARRIOR NATIONAL

FOREST, TO THE DISMALS, a rugged ravine on the edge of the forest, and to NATURAL BRIDGE, a 62-feet-high natural arch. This road joins U. S. 43 about 12 miles south of Russellville and is a nice drive if you are not in a hurry.

If you are in a hurry, or have seen bigger natural bridges, stick to U. S. 78 as far as HAMILTON, turning north there onto U. S. 43. The ruins of the first blast furnace in Alabama, built about a century and a quarter ago, are a few miles from town, and the limestone quarries a few miles south of the city are famous for the quality of the stone. And then just bowl along until you reach Sheffield, Florence, and the junction with U. S. 72.

If you have elected to follow U. S. 31, you will come to BLOUNT SPRINGS (supposed to have curative qualities) 35 miles away and to CULLMAN 20 miles more. This is the seat of two Catholic institutions, the SACRED HEART COLLEGE for women, with an exquisite SUNKEN GARDEN on the campus, and SAINT BERNARD COLLEGE for boys, where the curious AVE MARIA GROTTO is made of hundreds of miniature replicas of famous buildings and places in Rome and the Holy Land. The great annual event at Cullman is the STRAWBERRY FESTIVAL in mid-May. A FLOWER SHOW is held at the same time, and there is a pageant, a fiddlers' contest, street dances, and a general good time. It really is fun.

From Cullman it is 36 miles to Decatur (see page 271) on the banks of the Tennessee River.

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ALONG THE TENNESSEE RIVER

ASK THE AVERAGE NORTHERNER WHERE THE TENNESSEE VALLEY IS LOCATED and he will first ask what the catch is. Then, on really being pressed for an answer, nine times out of ten he will say, "In Tennessee, of course," quite unaware that the Wilson Dam at Muscle Shoals, which started the entire project, and others of the greater works of the TENNESSEE VALLEY AUTHORITY are not in Tennessee at all but in Alabama.

The Tennessee River is quite indifferent to the straight lines drawn on a map by early surveyors, and the drainage basin of the river is even more casual than that. The main stream may be said to begin in northeastern Tennessee (if you limit the main stream to the one so named. If you include the principal tributaries, the point could certainly be argued). It wanders southwest, enters Alabama near Chattanooga, and continues its southwestern course as far as Guntersville. Here the river turns west by north until it touches the northeastern corner of the State of Mississippi; then it swings north again completely across Tennessee, continues north across western Kentucky, and finally joins the Ohio River at Paducah.

The Wilson Dam, which began the project of the development of the Tennessee Valley, was built during World War I as a part of the munitions supply. The armistice between World Wars I and II having started before the dam was finished, it remained useless through the years required to declare water-power Constitutional, during which period the river kept right on supplying the power which no one used. Finally, to co-ordinate the efforts of the various states involved and to smooth out their various conflicting interests, the Tennessee Valley Authority was formed, water-power was found to be Constitutional after all, and the development of the valley proceeded.

Now whether you do or do not approve of such governmental activities is beside the point as far as the warning I am about to give

you is concerned. Don't, as you value your reason, express doubt in the valley, for if you do anyone who happens to overhear you will not commit mayhem, but will overwhelm you with such a mass of facts and figures that you will be tempted to commit assault and battery to make him stop.

So, to avoid your having to ask too many questions, let me give you very briefly a few facts here. The Tennessee Valley Authority covers the entire drainage basin of the Tennessee River, and if the stream is unaware of state lines, the drainage basin, as I said, is even more so, for it is partly in extreme western Virginia, western North Carolina, eastern Tennessee, northern Alabama, northeastern Mississippi, western Tennessee, and western Kentucky.

The Valley has been developed as a whole, and is being further developed, not only to supply waterpower, but to control the floods which formerly ravaged the territory and which were important contributing factors to the highwater marks of the lower Ohio and of the Mississippi itself. The Wilson Dam, turned over to the T.V.A., is now only one of the units in a great chain of dams and reservoirs which are controlling the floods and which will provide a nine-foot channel for navigation at least as far as Knoxville, Tenn.!

But we are interested here chiefly in those parts of this vast project which affect Alabama, so let us start at Chattanooga for a drive along the river where the various barriers create a system of lakes that form one of the most beautiful landscapes in all America, even though this beautification of the countryside was entirely fortuitous.

U. S. 72 is your general road, although to see some of the larger works a few detours will be necessary. It continues in Tennessee for the first 36 miles and swings into Alabama at RICHARD CITY, which is practically on the state line. Thirty-three miles downstream from Chattanooga (stream miles, not road miles) is HALES BAR DAM, which forms a reservoir extending back to Chattanooga itself.

You will then drive along the river as far as SCOTTSBORO, of "Scottsboro Trial" fame. There are practically no sights in town except the sentimental one of the courthouse where the famous trial began its interminable course. Within a radius of a few miles there is the pretty ravine called BUCK'S POCKET, the SKYLINE FARM, which is a rural rehabilitation project, and BLOWING CAVERN, a natural curiosity where a current of air of constant temperature issues from the cave. But I

think you will find the Tennessee Valley so interesting that you will have to be a most enthusiastic sightseer to make the necessary detours for these rather minor attractions.

At Scottsboro I would desert U. S. 72 in favor of Alabama 32, which leads along the River to GUNTERSVILLE, where it connects with U. S. 241 to Huntsville. All the way from Hales Bar Dam you will have been driving along the 82-mile-long lake formed by the water backed up by the GUNTERSVILLE DAM, built by the T.V.A. and completed in 1940. It is one of the major works of the project, serving not only to control floods and improve navigation but also to furnish an eventual force of 136,000 horse-power.

From Guntersville, U. S. 241 leads south to Alabama City, Gadsden, and Anniston (see page 264). GADSDEN, 35 miles from Guntersville, is proud of its CIVIC CENTER, of the OLD ENGLISH CHAPEL in Forrest Cemetery, and of the beautiful NOCCALULA FALLS, dropping sheer for 90 feet from a ledge in the mountains north of the city.

But to continue our exploration of the Tennessee Valley country, we follow U. S. 241 in the opposite direction to HUNTSVILLE. This is a town you really must not miss. The claim of the local Chamber of Commerce, that it "has more ante-bellum homes than any other Southern city," seems to cover a lot of territory. But it certainly has so many that I am inclined to believe it, even though I have not counted all the homes in all the others. Anyway, there are far too many for me to list them all here, so I merely advise you to drive around town and look, not only at the homes, which are mostly in private hands, but also at the GARDENS which grace most of them. Particularly notable are the LEROY POPE HOUSE (1815), the FEARNGARTH HOUSE (1820), the BRICKELL-GERON HOUSE (1821), and the GOVERNOR WILLIAM BIBB HOUSE (1836).

Interesting for historical associations is the LEROY POPE WALKER HOUSE, the residence of the Secretary of War in the Confederate Cabinet. It was from this house that the order was given to fire on Fort Sumter. The GARDENS falling in terraces in front of the house are particularly fine. Also of historical interest are the NEAL-MORGAN HOUSE, where the famous General Morgan of the Confederate Army was born in 1825, and the SAMUEL MOORE HOUSE, used as headquarters by General Logan of the Union Armies in 1862. And a lot more!

The city is built around the BIG SPRING, in a park in the heart of

town. Flowing 39,000,000 gallons daily, it furnishes the city with its water supply. And for a dash of human interest, the quarters where slaves were held after they had been pledged as collateral still remain at the FIRST NATIONAL BANK, which is the oldest national bank in Alabama, as it began business in 1817.

MONTE SANO STATE PARK is only 6 miles from Huntsville on the crest of MONTE SANO MOUNTAIN 2,000 feet above sea level. It is a great beauty spot, with lovely VIEWS from the BANKHEAD HIGHWAY, with all the usual appurtenances for outdoor enjoyment, and with a tavern where the meals are said to be simple but good.

The NATURAL WELL in Monte Sano State Park is a natural shaft leading straight down for some 200 feet, with a diameter of 25 to 40 feet. A passage leads from the bottom of the shaft to a vaulted chamber 125 feet high. At the time of writing it is under development, with stairways and lights, and will probably be open to the public by the time this book leaves the press.

At Huntsville you will have rejoined U. S. 72, which I would follow west for 24 miles to ATHENS, which is very proud of FOUNDER'S HALL, the colonnaded main building of ATHENS COLLEGE for girls, and of the ELK RIVER FISH HATCHERY a few miles west of town on U. S. 72.

But even at the risk of missing the hatchery, I would desert U. S. 72 again, and would turn south on U. S. 31 to DECATUR. This industrial city is on WHEELER LAKE, formed by the waters impounded by Wheeler Dam to the west. It is lovely scenically, and, like all the lakes now formed and forming along the Tennessee, it offers excellent fishing. There is an interesting museum of antiques in the building of the OLD STATE BANK, and war scars can still be seen on the exterior.

If you will follow Alabama 20 west from Decatur, it will give you a beautiful and interesting drive. You will have many views of Wheeler Lake on the way, and at WHEELER, some 15 miles from Decatur, you can see the old plantation home of General Joseph Wheeler himself. It is interesting on account of its associations and because the old slave quarters are about in their original condition.

ROCKY HILL, an old stone house near COURTLAND, also commands attention. Then at TOWN CREEK, 26 miles from Decatur, you turn north over Alabama 101, which will take you over the WHEELER DAM. This immense structure, built by the T.V.A. and completed in 1937, forms a lake 74 miles long. The turbines now installed or being installed in

the powerhouse develop 180,000 horsepower, and provision is made for future development to twice this capacity.

Looking upstream from the dam, you see the waters of Wheeler Lake, and the waters of WILSON LAKE down stream. These are the waters impounded by the WILSON DAM, and to see it on your way to Florence you have only to continue on Alabama 101 after crossing the Wheeler Dam as far as the junction with U. S. 72 at ELGIN, turning left onto the latter road there. The Wilson dam, perhaps better known as MUSCLE SHOALS, an obstruction to navigation eradicated by the waters of Wilson Lake, is located about 4 miles east of Florence. It forms a small reservoir, as Tennessee Valley reservoirs go, for the lake it impounds is only between 15 and 16 miles long. Nevertheless its importance is immense, for it is the dam which started the entire development. The POWERHOUSE develops 245,000 horsepower, with more in sight, and the NITRATE FACTORY, which the dam was originally built to supply, is of great interest.

FLORENCE and SHEFFIELD are practically twin towns on opposite sides of the river. U. S. 72, which crosses from the north to the south bank at this point, leads through both. If the various dams have not sufficiently glutted your appetite for sightseeing, you might like to glimpse COURTVIEW, a fine home nearly 100 years old and conveniently located for the sightseer at the head of Main Street. Another notable house is the FORKS OF CYPRESS with its 24 columns surrounding the structure, and still another is the ante-bellum residence of the JAMES HOOD PLANTATION. They are all lovely, and it would be easy to give them the enthusiasm they so richly deserve if only the modern developments did not seem so much more important.

On the Sheffield side of the river, by far the outstanding sight is the VIEW of the Tennessee River from PARK BOULEVARD. You are now overlooking PICKWICK LAKE, the last of the great lakes of the Tennessee River which is largely in Alabama, although it is formed by the waters impounded by PICKWICK LANDING DAM, a short distance over the state line in Tennessee. The total length of the reservoir formed by this dam is 53 miles, and at the time of writing the powerhouse develops 96,000 horsepower, with a provision for tripling that amount.

TUSCUMBIA is built around the COMMONS, a public park where may be viewed the great springs flowing 79,000,000 gallons daily; but it is far more famous as the place where Helen Keller was born. The

little cottage which was HELEN KELLER'S BIRTHPLACE is still carefully preserved, and you should certainly visit the HELEN KELLER LIBRARY, on the second floor of an old carriage factory.

If you wish to visit the Pickwick Landing Dam, follow U. S. 72 west for 30 miles across the state line into Mississippi. Then at IUKA (Miss.) turn north on Mississippi 25. At the state line this will turn into Tennessee 57, and will lead you near the dam.

You will get all paved roads by continuing to Corinth, Miss. (see page 330), and turning northeast there for Shiloh National Military Park and Cemetery (see page 329). Pickwick Reservation Park (see page 330) is near by.

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FROM ATLANTA THROUGH MONTGOMERY TO MOBILE

FROM ATLANTA TO THE CHATTAHOOCHEE RIVER, WHICH FLOWS BETWEEN WEST POINT, Ga., and LANETT, Ala., and marks the state line, your route is U. S. 21. After crossing the river you rapidly pass through Lanett, and then through SHAWMUT, LANGDALE, and FAIRFAX. The region is industrial, the largest textile dye works in the world being located here. OPELIKA is also an industrial town largely devoted to the production of textiles, but at AUBURN a few miles farther on you will probably find it well worth while to visit the ALABAMA POLYTECHNIC INSTITUTE, the oldest school of technology in the South. LANGDON HALL of ante-bellum days is a good example of the architecture of that period.

So are the CARY HOME, famous among architects for its stairway, and the FRASIER-BROWN PLANTATION, some 2 miles from the city. CHEWACLA STATE PARK, which you will pass 5 miles south of the town, is a delightful recreation and camping spot with good swimming in the lake.

Several books have been written about TUSKEGEE and the TUSKEGEE INSTITUTE. This is the largest and by far the most famous normal and industrial institute for Negroes in the world.

It is a monument to the courage and ability of Booker T. Washington, its founder, who established the school as an industrial one in 1881. The school's main source of income was from gifts secured by the founder, and at first the going was hard. But arrangements were made by which many of the students were able to work their way through. Now the institute receives a certain amount of aid from the state. It gives education in the arts as well as in industries and is entitled to confer degrees. I shall not begin a long and useless description of it here, as its fame is too widespread to need it; however, I want to put on record here my personal belief that the Tuskegee Institute ranks next to the T.V.A. works in the Tennessee Valley as

the outstanding sight of the state, and to the educator or sociologist it outranks that vastly more expensive and spectacular work.

The only Veteran's Hospital for Negroes, and the only one in the United States wholly staffed by Negro doctors, is also at Tuskegee on grounds adjoining the institute.

Montgomery

MONTGOMERY was the first capital of the Confederacy, and the STATE CAPITOL was the first capitol building of the Confederacy. A brass star on the portico still marks the spot where Jefferson Davis took the oath of office as president.

The capitol is the second building to be erected on this site. The first was completed in 1849 and burned only two months later. Rebuilding was started almost at once, and the central portion of the present building was completed in 1851. The building has been constructed over a long period of years, but carefully following the original architectural plan. The north wing was completed only in 1912; the south wing had been finished in 1907 and the east wing in 1886.

The interior certainly should be seen, if only for the staircase and for the McKenzie MURALS picturing the history of Alabama. You should also see the CONFEDERATE MONUMENT at the north entrance (you can hardly miss it!), and you may be interested to know that the flagpole to the west is made of the masts of two of the Spanish ships sunk during the battle of Santiago during the Spanish-American War.

Equalling if not exceeding the Capitol in interest is the FIRST WHITE HOUSE OF THE CONFEDERACY which overlooks the lawns of the capitol and can easily be combined with that building as a "double feature" of sightseeing. Here Mr. and Mrs. Davis lived until the capitol of the Confederacy moved to Richmond, and although that fact lends historic interest to the house, it is not at all the reason why I would visit it. The chief feature to me is the exquisite care that has been given it, and the manner in which it has been arranged (the furniture has been placed largely according to plans prepared by Mrs. Davis herself), and the extraordinary picture it gives of a home of refinement of that period. Now maintained as a museum by the United Daughters of the Confederacy, it merits any sightseer's attention, and the ladies of the organization are entitled to the sightseer's (and the nation's) sincerest thanks.

The MONTGOMERY MUSEUM OF FINE ARTS, open free, has a small but worth-while collection of historical material, Indian articles, and paintings. The spot where "Dixie" was first set to music in 1860 is marked by a tablet affixed to the wall near the North Perry Street entrance to Webber's Department Store.

A branch of the Air Corps is located at MAXWELL FIELD. A recreation area and small zoo are located in OAK PARK. Perfectly grand gumbo can be had at the Pickwick Café. There are a few old houses, but these are no better, if as good, as some you will have seen elsewhere, and the capitol and the First White House of the Confederacy so far transcend them in interest that they are sure to be an anti-climax if you bother to look them up.

JORDAN LAKE and DAM and MITCHELL LAKE and DAM, both parts of hydro-electric developments north of WETUMPKA (the town itself being about 14 miles north of Montgomery) are worth visiting if you are not going to see or have not seen the infinitely more elaborate developments along the Tennessee River.

On Toward Mobile

U. S. 31 is your highway throughout the drive from Montgomery to Mobile. For 50 miles there is little to give you pause, but then, if you come to GREENVILLE in the winter or early spring, you will certainly want to pause rather long, to see the camellia japonicas which make the town such a dream of loveliness at that time. They are everywhere in such profusion that the local nickname of the town is "Camellia City." There are numerous old houses in the town, no single one distinctive enough to make a special notation necessary, but combined forming a picture which, with the flowers, makes Greenville one of the most quietly beautiful spots in the South.

EVERGREEN, another 50 miles or so southwest of Greenville, is chiefly famous for the number of greens it ships during the holiday season for use as Christmas decorations.

Between MC KENZIE, 23 miles south of Greenville, and EVERGREEN, U. S. 31 merges with U. S. 84. If you turn east, the latter road from McKenzie will take you through ANDALUSIA to ENTERPRISE. Here is one of the unique monuments of the world—the BOLL WEEVIL MONUMENT erected by the citizens in honor of the insect pest which forced them

to desert cotton in favor of diversified farming, which in its turn led to a greater prosperity than they had known for many years.

From Evergreen it is only 26 miles (once more on U. S. 31) to BREWTON, where the road merges with U. S. 29. At Brewton, on the campus of the DOWNING INDUSTRIAL SCHOOL FOR GIRLS, is old FORT CRAWFORD, a military supply base of olden times, first established in 1818.

At FLOMATON, practically on the Florida line, U. S. 31 and U. S. 29 separate, route 29 going to Pensacola (see page 260) and the other continuing to Mobile.

Mobile

Mobile is an old city. However, the tourist owes his deepest gratitude not to its French founders but to that Fifise Langlois who went home to Toulouse in France some time about 1750 and returned to Mobile with three azalea bushes of different colors. Today Mobile is glorious with flowers the year round but is at its best in the early spring, usually from mid-March to mid-April. (I wish I dared give you more definite dates, but I don't. Seasons vary, as I learned to my sorrow recently when I went to Washington to attend a cherry blossomless cherry blossom festival.)

The AZALEA TRAIL, a comparatively new development by the citizens of Mobile, is a drive of almost incomparable beauty from one gorgeous garden to another, where you can see azalea bushes sometimes 20 or more feet high with a total circumference of 100 feet. The Azalea Trail begins at the Chamber of Commerce building in BIENVILLE SQUARE, a hundred-year-old park in the heart of the business district, and it is to the Chamber of Commerce you should apply for a guide (very necessary) and information as to what parts of the trail are at their best.

To list all the gardens on the trail, if it were possible, would hinder rather than help you. For the gardens to be visited vary with the season; the azalea is only one of the flowers that Mobile offers in profusion. In the winter there is an almost equally beautiful display of camellia japonicas, which merges with the azalea display in the early spring, which in its turn melts into vistas of laurel and spirea, with the crepe myrtle, oleander, and hibiscus seizing the center of the stage as spring develops into summer. So I shall mention only a few of

the things that should be seen no matter what the season, and let local inquiry take care of the rest.

The largest single garden on the trail itself is the BLACKSHER GARDEN, although there are many more almost equally beautiful surrounding the old homes of the city. You will certainly want to see this one, and also the SOLDIERS AND SAILORS MEMORIAL PARK at the intersection of Government Street and Old Government Street, really a garden in itself. Also a sight is GOVERNMENT STREET, with the old houses that line it, the gardens about them, and the OAKS arching overhead. And all lovers of trees will be delighted and somewhat awed by the famous AVENUE OF OAKS leading to the old home of Augusta Evans Wilson, who wrote *St. Elmo* (see page 189). A single tree of great beauty is the DUFFEE OAK at 1123 Caroline Avenue, with its spread of 115 feet.

SPRINGHILL COLLEGE, a Catholic school over a century old, is also famous with the lovers of old gardens and old houses. The CAMPUS is a garden in itself, and on it is STEWARTFIELD, one of the finest old homes near Mobile, reached by an avenue of beautiful oaks.

The French influence is strong in old Mobile, and here, as in Charleston and New Orleans, wrought iron is a feature of the architecture of many of the old houses. To be noted particularly are the MAURY GATE at 503 Government Street, the CUSTOM HOUSE GATES at St. Francis and Royal Streets (put up when there were only 21 states in the Union as the stars on the shield show), the wrought-iron gates of the GOLDSBY HOME, built in 1837, at 452 Government Street, and the elaborate grillwork of the RICHARDS HOME at 256 North Joachim Street.

These don't begin to exhaust the list. A ramble about old Mobile or through the SPRING HILL district will reveal many more, such as the WALSH HOME and the ACKER HOME, both on Spring Hill Avenue, or the Spring Hill show place, the ESLAVA HOUSE, in its surrounding gardens. And my friends in Mobile will be furious because I have not devoted pages to the CRAFT HOME, at Conti and Jackson Streets, with its elaborate wrought-iron embellishing the porch and gate. But I have to stop somewhere!

The MUSEUM of the HISTORIC MOBILE PRESERVATION SOCIETY in the KIRKBRIDE HOME is worth visiting for the collections and because the building in which they are housed was the first courthouse and jail in Mobile. The CITY HALL is in the second story of a building built about 1850 as a market.

CHRIST EPISCOPAL CHURCH, the GOVERNMENT STREET PRESBYTERIAN CHURCH, and the CATHEDRAL OF THE IMMACULATE CONCEPTION are all over 100 years old, and a visit to the OLD CHURCH STREET CEMETERY, with a look at the gravestones, will give you through the very names an epitome of the varied history of the city. So by the way will the MURALS in the lobby of the Battle House.

I shall mention only two more attractions of old Mobile and then will pass to the important modern side of the city. The CITY HOSPITAL, built 1825, is a truly magnificent old structure, and the LAFAYETTE HOTEL, built in 1804, is where Lafayette was entertained when he visited Mobile in 1825.

Although the old side of Mobile is usually what appeals most to the wandering traveler, the new side should not be neglected. Located at the head of MOBILE BAY, the city is a great seaport and also a great ship-building center. Its shipbuilding and drydock facilities at PINTO ISLAND and at CHICKASAW are the best along the Gulf of Mexico. The new $12,000,000 STATE DOCKS make the handling and trans-shipment of any cargo a convenient matter, and it is on the sea and on shipping that much of Mobile's prosperity is directly and indirectly based.

The SOUTHEAST ARMY AIR DEPOT, with its elaborate shops for the general repair and servicing of airplanes, is just outside the city limits.

So much for the sights in and around town. They are convenient and worth while; but to take in the greatest sight of Mobile it is necessary to drive 20 miles out of town. BELLINGRATH GARDENS (open daily the year round—admission $1 plus tax) must not be missed, no matter how short your stay in Mobile may be and how much else you must eliminate to find time to visit them. They are at their absolute best during the azalea season, but they are so planted that the admission fee still makes the visit a bargain at any time of year. The displays of camellias, azaleas, spireas, crepe myrtles, and oleanders form the features of the gardens according to the season. Be sure to see the landscaping around the FOUNTAIN PLAZA, the CAMELLIA PARTERRE, and MIRROR LAKE. To reach the gardens, follow U. S. 90 to Theodore and turn left onto a marked road to the grounds. U. S. 90 is the main road along the Gulf to New Orleans, so you can see the gardens on your way if your trip happens to take you in that direction.

South of Bellingrath Gardens is CEDAR POINT. From the point a

ferry goes to the State Park around OLD FORT GAINES ON DAUPHIN ISLAND, built by the Spanish in 1720 and enlarged early in the 19th century by the United States. The OLD BARRACKS have been renovated to quarter the men of the aviation units using the surrounding grounds as a GUNNERY BASE. On the island is a picturesque fishing village, called appropriately enough OLD VILLAGE, which marks the site of the first settlement established by the French in the territory that was later to become Alabama. And there are some Indian Mounds, although I did not find them too thrilling.

Bellingrath Gardens and Dauphin Island are on the west side of Mobile Bay. On the east side is a whole collection of resorts too pleasant to be missed, unless time is very pressing. There is excellent fishing and bathing at the resorts of GULF SHORE, ORANGE BEACH, MAGNOLIA SPRINGS, and BON SECOUR; and old FORT MORGAN, at the extreme western tip of the spit which forms, with Dauphin Island, the entrance to Mobile Bay, has interesting exhibits of old weapons. The recreation feature of the whole area is GULF STATE PARK, which has a mile of beach, a casino, cabins, good fishing, and a general air of self-respecting neatness that makes a visit a pleasure.

And on your way to the coast resorts along the east bank of Mobile Bay you will pass through DAPHNE, where the ANDREW JACKSON OAK is so named because the general is supposed to have camped under it on his way to the capture of Pensacola, and FAIRHOPE, where in the library is a small museum of historical and Indian relics. Fairhope and its twin, POINT CLEAR, are noted bayside resorts.

There are good restaurants in Mobile, one of which, Constantine's, has acquired a national reputation for its seafood. Once you have eaten some Bon Secour oysters there, I think you can consider you have done your duty by Mobile, and can turn west on U. S. 90 to New Orleans, or east to Pensacola.

BEAUVOIR, THE LAST HOME OF JEFFERSON DAVIS

THE BLESSING OF THE SHRIMP-FISHING FLEET

THE MARDI GRAS CARNIVAL AT NEW ORLEANS

A BIRDSEYE VIEW OF NEW ORLEANS

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SOME CONNECTING HIGHWAYS

From Montgomery to the Mississippi State Line via U. S. 80

U. S. 80, THE DIRECT ROUTE FROM MONTGOMERY TO VICKSBURG, IS USED by many travelers. At Lowndesboro the lover of old houses will want to see the colonnaded HAYGOOD HOME, the LEWIS HOME built in 1832, and the WOOTEN PLACE built in 1855 in the French-Colonial manner. Otherwise there is little to detain you until you reach SELMA on the ALABAMA RIVER. Ten miles south of town are the ruins of CAHAHA, a ghost town today which was the capital of Alabama from 1820 to 1826. An important battle was fought at Selma during the War Between the States, and the OLD BREASTWORKS erected by the Confederates for the defense of the town are still standing a few miles to the north. Another souvenir of the battle is the cannonball still imbedded in one of the columns of the old ante-bellum MARK'S HOUSE. TABLETS mark the sites of the Confederate Arsenal and of the Confederate Naval Foundry. The MABRY RESIDENCE was once the home of the commander of the Naval Foundry. This same Captain C. A. R. Jones was far more famous as captain of the *Merrimac* (see page 32).

The GILLMAN HOME is one of Selma's finest old houses, and the PLATTENBURG ESTATE is another. Then, once you have glanced at the 100-year-old VALLEY CREEK PRESBYTERIAN CHURCH and the beautiful LIVE OAK CEMETERY, I think you can truthfully say that you have done your duty by the town. If you are inclined to a rest in a woodland setting, VALLEY CREEK STATE PARK is only a few miles to the north.

At UNIONTOWN, 22 miles west of Selma, are two fine old houses (among others not quite so fine) called PITT'S FOLLY and WESTWOOD; and at FAUNSDALE, 5 miles to the west of Uniontown, is a third called CEDAR GROVE. To the best of my knowledge they are not open to the public.

But at DEMOPOLIS on the TOMBIGBEE RIVER is one that you may visit.

The magnificent old plantation home GAINESWOOD, built about 1840, is open to visitors the year round. It is far too fine to miss if you are traveling by this road, and so is a glimpse of BLUFF HALL, although a glimpse is all you will get, as at last accounts this home was not open to the public.

At FORKLAND, 12 miles north of Demopolis on Alabama 40, is a nest of magnificent old homes. Most of them, like the OLD INN, now a residence, STAWBERRY HILL, and THORNHILL, where the plantation bell has been rung daily at noon for over 100 years, are in private hands and may not be visited; but, fortunately for you, one of the very finest, ROSEMONT, is open to visitors. It contains many antiques.

There are more old houses of note at LIVINGSTON, very near the state line, but you will probably be most interested in the OLD INN, a tavern of before-the-war days.

From Birmingham to the State Line on the Road to New Orleans

Your road, U. S. 11, is the most direct route between Birmingham and New Orleans and also between Chattanooga and Birmingham—though I hope that you don't follow it over that section if it is going to make you miss the Tennessee Valley. However, if you do it will take you through the lovely scenery of northeastern Alabama, MENTONE being quite a resort because of that same scenery. A noted beauty spot is DE SOTO FALLS, tumbling nearly a hundred feet from its ledge, and so is DE SOTO STATE PARK, where the 12-mile gorge of MAY'S GULF is particularly lovely.

South of De Soto State Park the road continues through pretty scenery to Birmingham (see page 265) by way of Gadsden (see page 270).

TUSCALOOSA, your first town of any importance to the south of Birmingham, was once the capital of Alabama, which moved so frequently in the early days that we can't help wondering how it has succeeded in staying in Montgomery so long. All that remains is some piles of brick and broken columns, the RUINS OF THE OLD CAPITOL.

In the town are many fine old houses. One of the finest is the PRESIDENT'S HOUSE—the official residence of the president of the UNIVERSITY OF ALABAMA, which you are sure to see if you visit the campus of the University, which is the sight of town. The Federal soldiers attempted to burn the University during the War Between the States

and nearly succeeded, but fortunately a few of the fine old buildings escaped and can now be seen among their more modern companions. The focal point of the campus is the tower supporting the DENNY CHIMES.

The ALABAMA MUSEUM OF NATURAL HISTORY has an interesting collection of geological specimens, animals, and Indian relics, besides a very complete collection of the flora of the state, invaluable even to the layman who happens at the same time to be a garden lover.

I must mention a few of the old houses in Tuscaloosa on account of their age and beauty. The OLD PRESBYTERIAN MANSE, the LITTLE-ORMAND HOUSE, the COLLIER HOUSE, MARLOW, and the FRIEDMAN-BATTLE HOUSE are each over 100 years old, as is the MATHIS-JONES MORTUARY, the first brick building to be erected in town. Two century-old churches are ST. JOHN'S CATHOLIC CHURCH and CHRIST EPISCOPAL CHURCH, the latter being kept in its original condition.

Among the old houses of EUTAW, 35 miles farther along the road, the beautifully kept yard of the DUNLAP HOME with its picket fence and boxwood is really something to see. From Eutaw, Alabama 40 will take you to the old houses of Forkland (see page 282). At Livingston (see page 282) you will join U. S. 80, and continue with that road as far as Meridian in Mississippi (see page 320).

There is an interesting detour from this main route. If you leave U. S. 11 for a few miles at Tuscaloosa and follow Alabama 13 instead, it will bring you to MOUNDVILLE and the 300-acre tract owned by the state where there are no less than 34 INDIAN MOUNDS. These were a rich find for the archeologist, for they differ from most in that they were used for temples, residences, and the general business of living instead of being, like most others, places of burial.

A Few Statistics of Alabama

Area: 51,998 square miles. *Population (1940):* 2,646,248. *Capital:* Montgomery, population 78,008. *Boundaries:* Tennessee on the north, Georgia on the east, Florida and the Gulf of Mexico on the south, Mississippi on the west. *Government:* Legislature, consisting of a Senate of 35 members and a House of Representatives of 107 members, meeting quadriennially in odd years. *Climate:* From cool to fairly hot, varying at Mobile from a winter average of 51 degrees in January to a summer average of 81 degrees in July. *Nickname:* The Cotton State. *Rainfall:* About 61.6 inches annually. *Largest city:* Birmingham, population 264,151. *Rank among the states in area:* 28th. *Rank among the states in population:* 17th. *Density of population per square mile:* 50.8. *Cities over 10,000 in population:* 14.

A Little History

1513 This is the first date of Spanish exploration of the gulf of Mexico and the lands around it. These explorations continue for 17 years and almost certainly include at least a view of the Alabama coast. The records, however, are somewhat vague.

1539 DeSoto and his men cross Alabama on his famous march from Florida to the Mississippi, and the state definitely enters white man's history.

1558 Tristan de Luna founds a settlement on what is now Mobile Bay.

1561 His men object to work, there is much privation and suffering, and finally a quasi-revolt forces him to abandon the project. They sail away, and Spain is eliminated from the Alabaman scene for 200 years. And it is not for another 137 years that white men try colonization again.

1698 Iberville and his brother Bienville discover the mouth of the Mississippi. They call the territory Louisiana and claim it for the king of France.

1699 They explore the islands at the mouth of Mobile Bay.

1702 Fort Louis de la Louisiane is built on the Mobile River.

1706 Iberville dies of yellow fever at Havana. Bienville succeeds him as leader.

1711 The little settlement is flooded and is moved to a more favorable site, thus founding the present city of Mobile.

1720 Ocean ships are unloaded at Fort Dauphin on Dauphin Island. The cargoes are moved up to the town in small boats. It is a clumsy process at best, and a sandbar forming off the fort makes the anchorage too precarious. The capital is therefore moved to New Biloxi. The attempted development of the colony by the company headed by John Law pours colonists into the country.

1721 The bursting of the "Mississippi Bubble" nearly bankrupts Europe, but the company cannot be considered other than a benefit to the territory.

1763 French Mobile and British Charleston are bitter trade rivals, and when the Seven Years War gives them the chance, the British blockade Mobile. The treaty of Paris gives all Louisiana east of the Mississippi to Britain and west of the Mississippi to Spain.

1780 The colony remains loyal to Britain during the Revolution, but this does not protect it, for when Spain goes to war with Britain the young Spanish Governor of Louisiana attacks and takes Mobile.

1783 By the treaty ending hostilities, Spain is confirmed in her possession of all the Floridas, which included at least the southern section of Alabama. There is much dispute over boundaries.

1795 The present boundary line between Florida and Alabama is fixed to settle the dispute.

1800 Napoleon acquires Louisiana.

1803 He sells it to the United States. There are more arguments over boundaries.

1817 Congress creates the Alabama Territory.

1819 Alabama is admitted to statehood.

1821 All the Floridas having become possessions of the United States, the boundary disputes become pointless, and the state of Alabama finally assumes its present form after mild discussions with its neighbors.

1840 Although in 1820 there were only 127,901 people in Alabama, its rapid development is attested by its growth to 590,796 in twenty years.

1861 Alabama secedes from the Union, and Montgomery becomes the temporary capital of the Confederacy. Later in the same year the capital is moved to Richmond.

1864 During the war, northern Alabama suffers intensely, particularly at the hands of Sherman's troops. Mobile is attacked by Generals Steele and Canby on land and by Admiral Farragut from the sea. The city is occupied.

1865 The soldiers returning from the war find a devastated state and begin the desperate task of reconstruction.

1880 Notwithstanding the misrule of "carpet-bagger" days, within 15 years agriculture is re-established on a sound basis, the development of the coal and iron industries proceeds rapidly, and the population increases to 1,262,505.

1900 Industry begins to predominate in the affairs of the state. Although the capital investments in manufacturing were only $60,165,904 in 1870, in the succeeding 30 years they multiply over sevenfold, and in 1900 reach the total of $455,593,000.

1940 The state naturally suffers during the depression years, but the flood of cheap power from the Tennessee Valley development encourages both industry and agriculture, and the population increases to 2,646,248.

Mississippi and Eastern Louisiana— 38

FROM MOBILE TO NEW ORLEANS BY U. S. 90

It is some 30 miles from Mobile to the Mississippi line. Except for the opportunity to visit the Bellingrath Gardens (see page 279) and Dauphin Island (see page 280) there is little to arrest you en route.

The first point of any importance is Pascagoula, about 15 miles across the state line. This rather sleepy old town is on the banks of the Pascagoula River, across which you must use a toll bridge (50 cents for car and driver—25 cents for each additional passenger) to continue your drive. If you happen to be there at early evening in the summer you may hear the river "singing." For often a mysterious sound, somewhat like that of a swarm of bees in flight, rises from the water. The prosaic explanation is that it is caused perhaps by gases rising from the stream, perhaps by fishes swimming in schools, and perhaps by the rubbing of the sands on the bottom. Nobody seems to know quite which it is, although I think the fish theory is the best attested. However that may be, I infinitely prefer to believe the older story accounting for the Pascagoula being called the "Singing River."

Many years ago, before ever the white man came, a peace-loving people, the Pascagoula tribe, lived on the river's brim. Wanting only to remain at peace with their neighbors, they were much harassed by the depradations of the Biloxi, a warlike tribe inhabiting lands near by. The Biloxi called themselves the "First People" and felt it their solemn duty to impose the benefits of their rule on the Pascagoulas, whether they wanted it or not—for if they did not want it they were quite obviously misguided, and ought to be made to accept it for their own good.

To that point the old story might have been written today—but then suddenly it takes a twist that brings it back to Helen of Troy. For Miona, a young princess of the Biloxi, fell hopelessly in love with Olustee, a youthful chieftain of the Pascagoulas, which was very wrong of her, for she was already solemnly promised to Otonga, the chief of her own tribe. So in good classic style she and Olustee eloped and took refuge with his people.

Otonga, naturally furious, demanded her return under threat of war if it was refused, but the Pascagoulas, devoted to romance, firmly refused.

Battle was joined, and it soon became apparent that the Pascagoulas, peaceful as they were and hopelessly outnumbered, were going down to inglorious defeat and death by torture for the survivors. So the entire tribe surrounded the unhappy lovers, linked hands, and walked to a mass grave beneath the waters of the Pascagoula, singing their tribal songs until the waters drowned their voices—songs which still rise faintly from the river in memory of the love of Miona and Olustee, and of the friends who were faithful even beyond death.

Otherwise there are few sights in Pascagoula. The OLD SPANISH FORT built in 1718 has been a farmhouse for these many years. From the land approach it looks like any other dwelling in a pecan grove. It is not until you go around the building to the water side that you find the other façade is relatively unspoiled. Lovers of old graveyards will be interested in the near-by KREBS CEMETERY, so old that many of the inscriptions on the stones have been completely obliterated by time.

The U. S. GOVERNMENT DRY DOCKS AND SHIPYARDS present a modern touch, and from GAUTIER, across the toll bridge from Pascagoula, it is possible to make a fascinating side trip by boat into the surrounding lakes and bayous. But *you need a guide,* unless you wish to run a risk of getting lost amounting almost to a certainty.

Your road, which has been inland from Mobile to Pascagoula, turns inland again from Gautier to Ocean Springs, but once the WAR MEMORIAL BRIDGE ACROSS BILOXI BAY to Biloxi is crossed, the road follows the shoreline for about 30 miles through the linked towns of the Mississippi coast resort region. There are fine VIEWS from the bridge.

OCEAN SPRINGS may be considered the first of these resort towns. The RUSKIN OAK, with its spread of 139 feet and its circumference around

the trunk of 25 feet, is a sight to see, but the average traveler will be more interested in the fact that here is something of local interest to buy. Shearwater Pottery is of fine design and workmanship and, while it is shipped all over America, it is much nicer to buy it in its own home. The golfer will enjoy the GULF HILLS GOLF COURSE, though it is a notoriously difficult one. Greens fees are $1.50.

The whole Gulf Coast region is a great place for sport fishing, so it is not surprising to find that BILOXI is not just a resort but a great commercial oyster and fishing port as well. The town has rare beauty. Great oaks shade the back streets, and the waterfront has been embellished by prosaic U. S. 90, which has been parked and is called OCEAN BOULEVARD for 6 miles of its length.

There is a great deal to see here. If you are lucky enough to be in Biloxi on the 15th of August, you should be congratulated, for that is the day when the BLESSING OF THE FISHING FLEET is celebrated. The little boats are anchored close to the CROSS marking the spot where the French landed in 1699. The solemn ceremony of the Mass is celebrated at the foot of the cross. Then the priest steps from deck to deck of the close-anchored boats, blessing each one.

The CANNING AND PACKING PLANTS along the waterfront are of interest and may be visited. Unfortunately, the fascinating old red brick house, probably built before 1763, with outer stairs and slave quarters is in private hands and may not be visited. If you wish to glance at the exterior, the address is 947 Beach Boulevard.

The other old houses in town, while adding to the general effect of beauty collectively, are not too noteworthy individually, so I shall pass to other things. In the otherwise not very imposing CHURCH OF THE REDEEMER are some memorial windows, beautifully made, dedicated to Jefferson Davis. His pew, draped with the Confederate flag, may still be seen inside. In Community House Park are some old cannon supposed to have belonged to d'Iberville in the days when Biloxi was the capital of the French colonies, and there are beautiful scenes under the oaks of NAVAL RESERVE PARK, so-called because this grove was once the reservation of carefully preserved trees from which the U. S. Navy secured the timber for the "knees" of wooden ships. In the park, now owned by the city, is a small zoo.

The Flying Lifeboats of the U. S. COAST GUARD AIR STATION are one of the sights of the waterfront. The flying ambulance, equipped for

landing in rough water, has saved the life of many a sailor injured at sea.

The LIGHTHOUSE, built in 1848, is interesting chiefly because it had women keepers for 62 years, and because the lens was buried during the War Between the States and replaced afterwards with no other damage than a few nicks and sand scratches.

But by far the most imposing sight of Biloxi is the huge 4,000-bed hospital of the U. S. VETERAN'S FACILITY. It stands in well-landscaped grounds of over 700 acres which have a frontage of over 2 miles on the Back Bay. The hospital itself is open to visitors only on Fridays from 1 to 5.

If you wish to vary your motor trip with a boat ride, for a round-trip price of $1 you can visit SHIP ISLAND. Here is good surf bathing and the mildly spectacular FORT MASSACHUSETTS, built by the Federal Army and Navy during the War Between the States.

Naturally there is every amusement common to seaside resorts America over. There is ROQUE and HORSESHOE PITCHING and TENNIS and SHUFFLEBOARD, and of course good salt-water SWIMMING. BOATING is a great sport and the FISHING is famous. There are so many GOLF COURSES in the neighborhood of the Country Club that it is impossible to list them all here.

And a final warning: if by some miracle you do not like the place, don't eat mullet, for the local legend that anyone who eats a mouthful of mullet caught in Biloxi's waters is sure to return is well established!

BEAUVOIR, the last home of Jefferson Davis, about halfway between Biloxi and Gulfport, is claimed as a sight by both towns. It is now a home for Confederate Veterans, their wives, and their widows. The group is steadily dwindling, now being composed almost entirely of women. In this simple house, built in 1852, Jefferson Davis wrote *The Rise and Fall of the Southern Confederacy*. Grouped in the grounds are the graves of over 1,000 men who came to spend their declining years near their war-time Commander in Chief.

It is only about a mile from Beauvoir to the EDGEWATER GULF HOTEL which, with its 300-acre grounds, really ranks as a sight in its own right; and then it is about 6 miles more to GULFPORT. Almost entirely modern, this town is a resort of note, and a great shipping center, with modern docks. The SMALL BOAT HARBOR is very interesting.

From Gulfport to Bay St. Louis the towns form almost one con-

tinuous resort. There are few sights on the way. You might like to visit the MUNICIPAL ROSE GARDEN at LONG BEACH, but otherwise, unless some special interest attracts you, just drive on along the waterfront to Pass Christian.

PASS CHRISTIAN, exquisite with flowers and notable for its oaks, is primarily a town of homes. About the only sight except the town itself are the MIDDLEGATE JAPANESE GARDENS. All the plants there are Japanese. It is open daily from 1 to 5, the admission being 50 cents.

A bridge 2 miles long (good VIEWS) leads over the BAY OF ST. LOUIS, where the Battle of Pass Christian was fought in 1814. In BAY ST. LOUIS itself you may be interested in the modern and beautiful CHURCH OF OUR LADY OF THE GULF. The PIRATES HOUSE (so called) at Waveland, 2½ miles away, is of local renown. It has been well restored.

PEARL RIVER, so named in excitement by the early French after they had found pearl oysters on its banks and before they had made the sad discovery that the pearls were quite worthless, also sings in the spring, like the Pascagoula River (see page 286), but this time definitely when the fish school to ascend the stream. It is the boundary between Mississippi and Louisiana.

Nine miles or so from the boundary you will cross the RIGOLETS BRIDGE over a pass connecting LAKE BORGNE, really a branch of the sea, with LAKE PONTCHARTRAIN. An admixture of salt prevents the latter lake from being one of the ranking bodies of fresh water in North America, for it is 45 miles long by 25 wide.

You are now on ST. CATHERINE'S ISLAND, a lot of which is taken up by the LOUISIANA PURCHASE MEMORIAL PARK, which connects FORT PIKE and FORT MC COMB. Fort Pike, at the Rigolets Bridge is the more interesting of the two. It was built in 1818, occupied by Federals and Confederates in turn during the War Between the States, and definitely abandoned in 1865. Fort McComb farther to the west, may also be visited. Here I have been warned to keep a sharp look-out for snakes.

And then a great modern 4-lane highway takes the traveler into New Orleans.

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NEW ORLEANS

THE CONSCIENTIOUS WRITER OF A GUIDEBOOK MUST FACE THE NECESSITY OF reducing the manifold attractions of the largest city in the South to the confines of a single chapter with a certain sense of discouragement. There is so much to say about the town, and such an ample opportunity to make it the subject of a book in itself, that the forced adoption of the general style of a night-letter brings only despair. The only encouraging thing is that, however much I am forced to leave out or slur over, more will be left than the usual tourist will ever have time to see.

Like Charleston, New Orleans brings to my mind houses adorned with wrought iron of incomparable grace and beauty—but not quite the same kind of wrought iron. The New Orleans variety is to that of Charleston what Rococo is to Baroque (at least to me). And, while in Charleston a house may be decorated with a single balcony, in New Orleans the wrought iron is likely to cover the entire façade. I don't know which city I like the best. Each is beautiful, each has its devotees, and each is a brilliant facet on that many-sided gem we call the United States.

You can start sightseeing as you come into town over U. S. 90. You will know you are near the city when you catch sight of the planes arriving and leaving from the NEW ORLEANS AIRPORT on your right—and well to your right, for it will take a detour of several blocks to bring you to the place where it was built on made land on the shores of Lake Pontchartrain. If you have time you should make the detour. The main building, in modern style, is notable, and the murals on the mezzanine by Xavier Gonzales and the FOUNTAIN OF THE FOUR WINDS by Enrique Alferez are particularly so.

If you continue by the direct route, soon after crossing the INDUSTRIAL CANAL, which links Lake Pontchartrain and the Mississippi River, you

will begin to travel along Gentilly Street. Here you will pass DILLARD UNIVERSITY for Negroes, a school of higher education with over 300 students, and where several of the 9 buildings which are to complete the group have already been built.

But probably you will be more interested in getting yourself established in a hotel than in doing sightseeing along the way, so continue in the direction of CANAL STREET. This wide thoroughfare is the "Main Street" of the city, and it will be your land-mark during your entire stay. With Canal Street as the focal point, it is easy to find your hotel on arrival and any of the sights of the city during your wanderings.

Your wanderings should be as extensive as your time will allow. If you only have a day or so, I urge you to avail yourself of one of the organized sightseeing tours, which will show you the most in the least possible time. Even with several days at your disposal, a tour of this kind is a fine groundwork for future explorations.

In any case, a general VIEW of the city is a good beginning, and about the best way to get it is to ascend the HIBERNIA TOWER on the Hibernia Bank Building at 872 Gravier Street, only two short blocks from Canal Street. Here from a perch 23 stories up you get the only extended birdseye view possible unless you are approaching or leaving the city in a plane. You will see the great curve in the Mississippi which gave the name Crescent City to New Orleans. You will get an idea of how Canal Street bisects the city, and how the various districts are grouped. The admission is 25 cents, and the tower is open weekdays from 9:30 to 4:30 except Saturdays, when it opens at the same time but closes an hour earlier.

The Vieux Carré

After a general view of the town, I would head straight for New Orleans' most interesting quarter, the VIEUX CARRÉ, or OLD SQUARE, a region of sights any one of which would be notable by itself, and which, combined as they are in this old district, make the entire Vieux Carré a unique place among American paradises for sightseers.

The best way to see the Vieux Carré is on foot; so, as the walk will be rather long, I would take a taxi along Royal Street to JACKSON SQUARE, which was the *Place d'armes* during the old French days and is still the very heart of the whole quarter. The square is a masterpiece of the designer's art. Nothing modern has been allowed to

creep in, and entering the square is like stepping back a hundred years.

The square is on the riverfront, although the river is concealed by the levee protecting the city. It is from the water end of the square, with your back to the river, that you get the best general view. The statue in the square is naturally that of General Jackson, the hero of the Battle of New Orleans. While it is a good statue, I am sure you will see it only as a contributing detail of the general effect, and will subordinate it to the buildings which give the square its great claim to beauty.

Facing you as you look across the square from the river side is the CATHEDRAL OF ST. LOUIS. This building, completed in 1794, is the third to have been erected on this site. It has been much remodeled, particularly in the last three quarters of a century. The steeples in particular are a fairly recent addition. But the effect both without and within is magnificent. The building to the right of the Cathedral, still as you face it, is the PRESBYTÈRE, and that to the left is the CABILDO, which was the seat of government during Spanish days. Now both buildings house departments of the LOUISIANA STATE MUSEUM. Both are well worth visiting, and both are open free from 9 to 5 daily except Mondays.

To the right and left of the square are the PONTALBA BUILDINGS, erected in 1849. They were made into small apartments without the least change in their design as far as the outer appearance is concerned. Both are in great demand as dwelling places of the members of New Orleans' artist colony.

From Jackson Square I would follow the RIVER FRONT to Esplanade Avenue, pausing on the way for a sight of the FRENCH MARKET, under continuous development for 150 years (it is at its best on Friday afternoons and Saturday mornings), and detouring to see the URSULINE CONVENT, now in use as the rectory of St. Mary's Church. This building was long believed to be the oldest not only in New Orleans but in the whole Mississippi Valley, although recent researches seem to give the honor to the house called Mme. John's Legacy, of which more later. Anyway, it is certainly very old, having surely been built soon after the first Ursuline sisters arrived in 1627.

But the river front itself is one of the great sights of the city. Here are the enormous LEVEES or dykes which protect the city from the

disastrous floods of the Mississippi, and here are the great wharves which make New Orleans, far from the sea as it is, one of the nation's greatest seaports. A view of the levee and the wharves is one of the "must" sights.

Your walk along the river will bring you to ESPLANADE AVENUE, a broad tree-shaded boulevard which was the center of fashion a hundred years ago. At number 420 is the OLD U. S. MINT, built in 1835, which now houses a Federal Prison.

I would turn left on Esplanade Avenue to ROYAL STREET, and again left for a walk back to Canal Street, for Royal Street will take you either past or near the various other sights of the Vieux Carré—sights so numerous that I am going to mention only the principal ones.

One of these is at the corner of Royal Street and Esplanade Avenue —the HAUNTED HOUSE. It is now the Warrington House, a home for indigent men. It got its evil reputation from a wicked mistress who owned it about a century ago, and who was the subject of many whispered rumors to the effect that she treated her slaves with fantastic cruelty. These rumors received a terrible confirmation when the house caught fire one day and the neighbors who came to fight the blaze discovered seven slaves confined about the premises in various stages of misery.

Then a detour will take you to LAFITTE'S BLACKSMITH SHOP at 941 Bourbon Street. The brothers Jean and Pierre Lafitte do not seem to have gone in for blacksmithing in a serious way, but rather to have used the shop as a blind for their more lucrative business of slave trading. If the story is a libel it is a long-lived one, for it has lasted for 100 years.

Another detour will take you to MADAME JOHN'S LEGACY, as the house at 632 Dumaine Street is called. (It got its name from a story by George Cable.) Probably this house, which was built soon after 1627, is even older than the Ursuline Convent, although only by a very few years.

By this time you will have seen much of New Orleans' famous wrought iron, but even so I would like to call your attention to the balconies of the LABRANCHE HOUSE at 700 Royal Street. The house was built about 1830, and the balconies are outstanding even for New Orleans.

Farther down the street at 640 is the FIRST SKYSCRAPER, so called be-

cause this structure, built in 1811, was seemingly the first to be erected in the Vieux Carré which was over two stories in height, and at 613, on the other side of the street, don't fail to glimpse the COURT OF THE TWO SISTERS, beloved by artists. The courtyards of New Orleans are a part of the distinctive embellishment of the city.

A right turn onto Toulouse Street will bring you shortly to another of these courts, this time the COURT OF THE TWO LIONS, its name springing from details of its decoration. Probably more artists have painted this court than anything else in the city, and therefore it is quite in order that the work of local artists should be on display at the EXHIBITION GALLERIES OF THE LOUISIANA ART PROJECT OF THE WPA, almost next door. It is open daily free from 10 to 5 except on Sunday, when the galleries are open only from 4 to 6.

Back once more on Royal Street, glance at the façade of the BRULATOUR RESIDENCE at No. 520, and then, if you are an amateur of courtyards, turn to the right up St. Louis street to see that of the GRIMA HOUSE at No. 820. The house was built about 1820, and while it is beautiful, and the courtyard is fine, it is just a little out of the way for the hurried sightseer, so I would go there only if I had plenty of time, or were hungry (see page 301).

The entire square between Royal, St. Louis, Chartres, and Conti Streets is taken up by the modern NEW ORLEANS COURTHOUSE. Completed in 1910, it is a fine building of its kind, but I somehow resent it in the Vieux Carré and can't help wishing it had been put up somewhere else. The statue at the Royal Street entrance to the building is in memory of Chief Justice White of the Supreme Court of the United States, who was a citizen of Louisiana.

Across Royal Street from the Courthouse is the PATIO ROYAL, built as a private residence in 1801. It became the home of the Bank of Louisiana in 1805. In 1821 the OLD BANK OF LOUISIANA BUILDING was erected at No. 401 on the corner of the same block, and the bank moved into the newer structure. After a few more years had passed the Patio Royal became the home of Paul Morphy, who was one of the greatest chess players of all time. Having won the American chess championship, he toured Europe in 1858-59, defeating all opponents. There is a persistent legend, which may well be fact, that he used the black and white squares of the ballroom floor for a gigantic chess-board, with his slaves as living chessmen.

Diagonally across the intersection of Royal and Conti Streets from the Old Bank of Louisiana Building is the OLD MORTGAGE OFFICE, undoubtedly one of the outstanding buildings on Royal Street and now the American Legion Home. Then a turn to the right onto Bienville Street will bring you to the old ABSINTHE HOUSE at 238. Built in 1806, it was long the favorite bar of New Orleans. Legend or fact has it that Andrew Jackson and Jean Lafitte planned the battle of New Orleans in the secrecy of one of the upper rooms.

And then one more sight, again on Royal street at No. 239. Here is the DEPARTMENT OF CONSERVATION EXHIBIT of the flora and fauna of Louisiana. It is interesting and illuminating and well worth seeing. It is open daily except Sundays from 9 to 4, with the exception of Saturdays, when it is open only in the mornings from 9 to 12. Admission is free at all times.

On the same side of Canal Street as the Vieux Carré, and lying to the north of it, are some more sights too good to miss. BEAUREGARD SQUARE cannot be considered truly part of the Vieux Carré, as it is on the opposite side of North Rampart Street from it, but, as that street is the northern boundary of the old quarter, it certainly doesn't miss being included in it by very much. It lies between St. Ann and St. Peter Streets and is worth visiting if only for its associations. It was known as Congo Square in the old slavery days. It was the meeting place of the slaves on their Sundays off, and it is said that here they were allowed to celebrate the old voodoo rituals that they brought with them from the African jungles.

The MUNICIPAL AUDITORIUM, dedicated in 1930 as a memorial to the dead of the First World War faces Beauregard Square. It is open weekdays from 9 to 5 except on Saturdays, when it is open between 9 and 12. It is closed on Sundays.

Near by is the CHURCH OF OUR LADY OF GUADALOUPE, which stands at the entrance of ST. LOUIS CEMETERY. It was built in 1827 as a mortuary chapel. While I find the little church interesting, I find the cemetery far more so. It is a crowded, treeless, lawnless place packed with tombs on which may be read many of the most distinguished names of New Orleans.

CANAL STREET, that great artery 171 feet wide, stretches from the river 3½ miles to three other cemeteries which are beautiful in themselves, and which are a great contrast to St. Louis. CYPRESS GROVE, GREEN-

LOUISIANA STATE CAPITOL AT BATON ROUGE

TWO COLONIAL MANSIONS OF NATCHEZ

A PUNKAH SWINGS OVER
THE DINING TABLE

WOOD, and METAIRIE CEMETERIES have space enough to afford a beauty of trees, lawns, and flowers which St. Louis lacks. But in all you can observe the peculiar custom of tomb burial. Once it was a necessity to bury above ground, as the land was far below the level of the Mississippi. Although modern drainage methods have made interment possible, the old habit still persists.

On Canal Street, at No. 824, you will pass the BOSTON CLUB, host to the Queen of the Carnival on Mardi Gras Day. Canal Street is the center of the MARDI GRAS CARNIVAL, just as it is the center of city life. This great celebration, attracting sightseers by thousands from all over the world, is by no means confined to Shrove Tuesday itself. It begins on the preceding Wednesday, when the Babylon Society holds its parade at night. Thursday night is traditionally that of Momus, Friday of Hermes, Saturday of Nor (the children's parade), Monday of Proteus, and on Tuesday itself the glories of the day are shared by the great societies of Rex and Comus.

This period is naturally the ideal one for the sightseer, although reservations for hotel accommodations as well as for seats along the route of the parade should be made far in advance.

West of Canal Street

Just around the corner from the Boston Club (see above) is the CHURCH OF THE IMMACULATE CONCEPTION on Baronne Street. Dating from 1853, it is considered one of the finest ante-bellum places of worship in the city. The altar, designed in New Orleans and executed in Lyons in France, is particularly notable.

A short walk in this section of the city would also be a good idea, for, while the Vieux Carré and the river front are the two great sights of the city, there are others in this region too good to miss. One of them is ST. PATRICK'S CHURCH, modeled after York Minster—at least so architects say. I have seen both and found them both beautiful, but as a layman I see no particular resemblance. But that did not prevent my enjoying the frescoes, the statues, and the paintings with which the church is embellished, and with which it is still being decorated, although the work began in 1833.

The 60-feet-high marble shaft of the LEE MONUMENT, topped with a bronze statue of the general, will attract you like a magnet. It will also serve as a landmark for several other things to see grouped

around it. It stands in LEE CIRCLE, which is faced by the NEW ORLEANS PUBLIC LIBRARY. Also on the circle are the Romanesque HOWARD MEMORIAL LIBRARY, designed by Richardson. On Camp Street, adjacent to the Howard Library, is CONFEDERATE MEMORIAL HALL, with a fascinating collection of records and mementoes. The hall is open free on weekdays from 9 to 4 except on Saturdays, when it closes an hour earlier, at 3.

St. Charles Street will lead you to the so-called GARDEN DISTRICT, bounded by St. Charles and Magazine Streets and Jackson and Magnolia Avenues. Lovers of old houses should certainly not fail to walk or ride through this section. The fine old houses are in private hands and space forbids my listing them all, but here you will see many a gracious old Greek Revival home and wrought-iron balconies beautiful beyond your dreams.

This very brief description covers enough of the highspots to more than fill the time of the average tourist. So I shall mention only a couple of things more and then pass a little farther afield. The brick REDEMPTORIST CHURCHES AND SCHOOLS are considered a fine example of baroque architecture, and you will probably enjoy seeing them if you are among those who like baroque. South Rampart Street, though hardly a conventional sight, is the center of New Orleans' Negro life, and naturally is at its gayest and busiest on Saturday nights.

St. Charles Street runs into St. Charles Avenue, which in its turn leads to AUDUBON PARK, which lies between the avenue and the river. There is a good zoo in the park, and many beautiful walks and trees and recreational facilities.

Facing the park, on your right as you follow St. Charles Avenue from the center of the city, is LOYOLA UNIVERSITY. It is a pleasant group of Tudor Gothic buildings on three sides of a square. The University is under the guidance of the Catholic Church, and the HOLY NAME OF JESUS CHURCH (also called the McDermott Memorial Church) is quite properly the most noteworthy structure of the group. One of the most prominent things on the 14-acre campus is the stadium, seating 20,000.

Far larger is that of TULANE UNIVERSITY next door. The stadium where the Sugar Bowl Game is held each year seats 70,000 and is one of the greatest in America. The Tulane campus covers 93 acres. A motley set of architectural styles are represented by its numerous

buildings, for a student body of nearly 4,500. The most interesting, at least to me, is Gibson Hall, which houses the TULANE NATURAL HISTORY MUSEUM.

If these two do not satisfy your desire for schools as sightseeing objects, there are plenty more in this section of town. Adjoining the Tulane campus is NEWCOMB COLLEGE FOR WOMEN. Fairly near by is NOTRE DAME SEMINARY for the training of secular priests. Of great interest is XAVIER UNIVERSITY, the only Catholic university in the United States devoted solely to the higher education of Negroes.

The modern side of New Orleans is well represented by the new CRIMINAL COURTS BUILDING. The WATER PURIFICATION PLANT is not to be missed. There are free inspection tours daily between 9 and 6. It is one of the two plants of its kind supplying the city. ST. JOSEPH'S CHURCH is one of the finest ecclesiastical buildings, if not the finest, in New Orleans.

CITY PARK is on the Lake Pontchartrain side of town. It is one of the largest parks in the United States. Notwithstanding the general flatness of its terrain, it is one of the most beautiful. Its old oaks, magnolias, and flowering shrubs and plants make it a grand sight the year round, although naturally it is at its best in spring when the magnolias are in bloom. The DUELING OAKS mark the site of many of New Orleans' duels—duels which were rarely of the "swords and coffee for two" variety. For New Orleans duels were of a most serious nature, and most often were pistols for two and coffee for one.

The ISAAC DELGADO MUSEUM OF ART in City Park offers a fine collection. It is open free daily except Mondays, the hours on weekdays being from 10 to 5, and on Sundays from 11:30 to 5:30.

BAYOU ST. JOHN runs along one side of the park from Lafitte Avenue to Lake Pontchartrain. This was once an important waterway, bringing produce and freight through Lake Pontchartrain right up to the ramparts of the old city. On the west bank of the Bayou, near Lake Pontchartrain, stands the OLD SPANISH FORT, the oldest fortification in these parts. It was deserted only when the construction of Forts Pike and McComb (see page 290) ended its usefulness. The exact date of the building of the Old Spanish Fort seems to be obscure, but certainly it was in the very early 1700's.

The grounds around Bayou St. John early developed into a fine suburban residential district. Although this neighborhood has long

been absorbed by the growing city, many of the old houses remain. They are of a different type from those of the Garden District (see page 298), being more of the country house variety. Most of them are in private hands and may not be visited; but, fortunately, one of the finest—the WALTER PARKER HOUSE, built in 1798, splendid in architecture and complete with garden, slave quarters, and the various appendages of a gentleman's estate of the time—is open daily from 12 to 4 for the very modest fee of 25 cents. The proceeds of the admissions are devoted to good works.

There are many sights around the city, but you will have seen some on your way into town either from the north or from the east. To the south, down toward the river's mouth, the most interesting one is the 50-mile drive to POINTE À LA HACHE, the last settlement on the east bank of the river. This will give you an idea of the DELTA COUNTRY on the way, and is interesting more on account of the drive than for Point à la Hache itself, which is just a little town of hunters, trappers, and fishermen. The surrounding swamps are one of the greatest sources of muskrat pelts in America.

CHALMETTE BATTLEFIELD, the site of the battle of New Orleans, is only 6 or 7 miles from town. Here can still be seen traces of the trenches and breastworks of the battle. The spot where General Jackson took up his position on that historic day is marked by the CHALMETTE MONUMENT.

What to Do in New Orleans

From the point of view of many an enthusiastic gourmet, the one word "eat" would solve neatly the problem of how to spend not just your spare time but all your time in the city. Nowhere in America has cookery been so elevated to a high art. Basically the cuisine is French, but it has an admixture of Spanish, which, mingling through the years, has resulted in the Creole cuisine which is just about the finest in our land. There are hundreds of restaurants, of which I can name only a few. But these few will suffice to thicken your waistline and thin your pocketbook, for in New Orleans, as in most other places, the finest cooking is not and cannot be cheap. I shall make no attempt to "grade" the restaurants of New Orleans. (The subject is too risky—I have friends who are great gourmets, and if they did not happen to agree with me they would never speak to me again. And

as they don't seem able to agree with each other I would be certain to lose at least half of them.)

ANTOINE'S was founded in 1840. It leaped immediately into fame and has remained famous ever since. Once when a friend about to visit New Orleans asked for advice on restaurants and I mentioned Antoine's first of all, he was disappointed. "I have heard of that one," he said. "I thought you would mention some out of the way place."

"Listen, boy," I said, "when a restaurant is world famous for 100 years there is a reason. You stop arguing, and go there, and for God's sake eat *Bisque d'écrevisses.*"

So he did, and has been thanking me ever since, although he confessed sheepishly that his essentially simple little meal for one person, including a modest half-bottle of Moselle, had made a total wreck of $10. He also swore that it was more than worth the price.

Far less expensive than Antoine's is GALATOIRE'S, especially if you avail yourself of their excellent table d'hôte meals. It is a favorite with residents and is crowded with businessmen at lunch time—so if possible I would go for dinner and enjoy the cookery in a slightly more peaceful atmosphere.

For perfect food plus lots of local color, try the COURTYARD KITCHEN. This is located in the courtyard of the Grima House at 820 St. Louis Street. The house is so beautiful that I have included it among the sights.

BROUSSARD'S is in about the price range of Galatoire's (maybe a *little* more expensive) and is a place about which people become quite lyrical, as they do about ARNAUD'S, where they have a good table d'hôte dinner for $1.25 and a la carte service for almost any amount you please. All in all, Arnaud's is one of the expensive ones, and well worth the money.

LA LOUISIANE in Iberville Street has long been one of my own pet spots, and so has MAYLIE'S in Poydras Street, which developed from a market restaurant into its present fame. The cooking here is somewhat different, the accent being on hearty masculine dishes like boiled beef.

There are many other courtyard restaurants of renown. One is the PATIO ROYAL, already mentioned among the sights to see (page 295). Another is in the courtyard of the Two Sisters' House (see page 295). Then for a tearoom that is very different, with food that is perfect,

try the LITTLE SHOP AROUND THE CORNER. But don't go at dinner time, for they serve only breakfast, lunch, and tea.

I have had hearty recommendations of the SOUTHERN MARIGOLD and of the VIEUX CARRÉ, although I have never had the good fortune to eat at either.

As a variation in the long symphony of French, Creole, and Southern cooking, you might try MONTALBANO's and TURCI's for Italian specialties and KOLB's for German.

And you must have a cup of coffee at one of the stands by the market where people in evening dress on their way home from parties rub shoulders in the dawn with market workers getting to their jobs. You need not get up at dawn, for the coffee is equally good at any hour.

And now, having led you into temptation, let me help you reduce a bit. There are two GOLF courses in City Park where an 18-hole round only costs 50 cents. There are four golf clubs besides, open on "invitation"—which your hotel can usually arrange.

There are fresh-water swimming pools in City and Audubon Parks, mildly salt-water swimming in Lake Pontchartrain, and swimming in water that is definitely salt at Shell Beach. And naturally there are many TENNIS courts, municipal and otherwise, SKEET SHOOTING, RACING in season, and all the other varied amusements common to a great city.

What to Buy in New Orleans

As far as I could judge, the great product of the city is the candy known as the PRALINE. And a very nice product it is, too.

In the Vieux Carré and elsewhere are numerous antique shops. Local articles are for sale in the market and the shops surrounding it, and great stores offer the goods found in great stores all over the United States.

Mississippi and Eastern Louisiana — 40

FROM NEW ORLEANS TO MEMPHIS THROUGH BATON ROUGE, NATCHEZ, AND VICKSBURG

The main road throughout is U. S. 61, and the distance to Baton Rouge by this excellent highway is only 80 miles. Unfortunately this road takes you back from the river; and, with the exception of the Bonnet Carré Spillway, it will show you few of the sights along the way. Most of the sights you would miss are minor ones, but even so, if time permitted, I would take the river road for at least part of the distance.

To do so, leave New Orleans by Louisiana 1. Only 8 miles from town you will enter a district full of things that are purely modern and largely industrial but not to be neglected just on that account. The first of any importance is the immense huey p. long bridge spanning the Mississippi to your left. It was finished in 1935 at a cost of $13,000,000, and has proved its value by being very busy ever since. There is a double-track railroad on the bridge, with two 18-foot-wide concrete thoroughfares on either side, each roadway being complemented with a 2-foot sidewalk. The total length of the bridge, including the railway approaches, is 4½ miles.

To those who have never seen a great oil refinery the next few miles will prove fascinating, for at st. rose is that of the Cities Service Co., at destréhan that of Pan-American Oil, and at norco that of Shell Petroleum. They are especially impressive at night.

While the bonnet carré spillway can be seen from either U. S. 61 or Louisiana 1, I find it most interesting from the latter road, for U. S. 61 crosses the Spillway on a massive bridge well back from the

river while Louisana 1 permits you to cross on the dike itself. Of course, if the water is too high you will have no choice, and will have to use U. S. 61, as they will be far too busy around the dike to bother with passing visitors.

The Bonnet Carré Spillway is an enormous by-pass designed to divert excess water from the Mississippi directly into Lake Pontchartrain and the sea when the flood stage at New Orleans becomes dangerously high. It was suggested many years ago, but even after it was in process of construction there was much doubt of its value. These doubts were set at rest during the floods of 1937, when the river reached a dangerous stage in the upper reaches. Once the wiers of the spillway were opened, the water at New Orleans was held at a normal stage, and even so, the spillway was not working at its full capacity of 250,000 cubic feet of water a second.

The great concrete dike which forms the river end of the Spillway is built into the levee for 7,698 feet. It has 350 wiers operated by a traveling electric crane.

At LA PLACE, U. S. 61 and Louisiana 1 join for a little while. You can naturally continue direct to Baton Rouge by the federal highway, but I wouldn't if I had never seen a sugar refinery, for if you follow Louisiana 1 to RESERVE you can see one of the largest in the world. At the GODCHAUX SUGAR REFINERY a balcony for spectators gives a fine view of the machinery. This district is part of the Louisiana Sugar Bowl, as the cane-growing section is called. Also at Reserve, ST. PETER'S ROMAN CATHOLIC CHURCH attracts the visitor's eyes with its dazzling whiteness. With an all too rare sense of tolerance, the rose window of this Catholic church is a memorial to Godchaux, who happened to be Jewish.

You will pass several old houses between Reserve and CONVENT, mostly in a sadly dilapidated condition. None, in my opinion, offers a good reason for stopping. The CHURCH OF ST. MICHAEL at Convent has an interesting shrine and altar, and the 100-acre park of JEFFERSON COLLEGE is covered by noble old oaks with some good old buildings about its lawns. ST. MICHAEL'S CONVENT, finished in 1838, was for long a famous girls' school, but it has now been taken over by the National Youth Administration.

Some old houses along this road are open to visitors. You may enter Tezcuco Plantation house near BURNSIDE, and Hermitage and Belle

Helene near DARROW. But as you are eventually headed for Natchez, where you will find old houses in profusion, you may as well follow Louisiana 1 only to that point past UNION where a paved road takes you back to U. S. 61 at GONZALES. You will miss only one point of great interest by continuing from Gonzales to Baton Rouge by the main highway, and that is the NATIONAL LEPROSARIUM at CARVILLE. Only by permission of the guard at the gate will you be permitted to enter this rather sad place, although modern research has proved that leprosy is not so contagious as it was once believed, is not hereditary, and can be contracted only through long and intimate contact.

Baton Rouge

The two great sights of Louisiana's capital might be considered memorials to that enigmatic character Huey P. Long. Loved by some, hated and despised by more, he headed a political machine completely ruthless and so corrupt that most of its leading members went to jail soon after the bullets of one of his enemies ended his fantastic career in the corridor of the great capitol which he built. There are few stranger stories than his in American history. His regime did give the state splendid roads and great civic improvements. Two of the greatest are at Baton Rouge—the State Capitol and the State University. Let us visit the University at the south end of town first.

Its full name is LOUISIANA STATE UNIVERSITY AND AGRICULTURAL AND MECHANICAL COLLEGE. It has about 7,500 students and a 4,725-acre campus. The chief buildings are grouped mostly about two INDIAN MOUNDS, and the chiefest of these buildings is the huge stadium with a seating capacity of 47,500. The construction of the stadium is interesting; the space under the seats, instead of going to waste, has been arranged to provide living accommodations for 2,750 male students—a piece of common sense so obvious that one is astonished that it hasn't been more often done elsewhere!

Just south of the Indian Mounds stands a black kettle as a feature of the scene. It puzzles visitors a little until they learn that this is the SUGAR KETTLE in which for the first time sugar was boiled in Louisiana, and that this simple kettle is in itself the symbol of the early prosperity of the state.

As you stand at the kettle and look north toward the Indian Mounds, you will have on your right (or better, half-right) the build-

ing of the HILL MEMORIAL LIBRARY and on your left the HUEY P. LONG FIELD HOUSE with its adjoining gymnasium-armory and its 180-foot swimming pool in the rear. A walk past the mounds and the field house will bring you to the lovely outdoor GREEK THEATRE, past other university buildings interesting in passing but not necessary to catalogue here, and finally to the architectural feature of the group, the WAR MEMORIAL TOWER. An exhibition of relics in the base is open daily free from 9 to 5.

The other great sight, the new capitol, is at the other end of the city. It is interesting to see the OLD STATE CAPITOL on the way as a lesson in changing taste. For lack of a better description the architecture has been called Tudor-Gothic, and the appalling result has been far better excoriated in Mark Twain's *Life on the Mississippi* than any feeble invectives of mine can equal. But it was well worth preserving if only as a museum piece, and anyway the changing tastes of the public over the years may bring it back into style again!

The LOUISIANA STATE CAPITOL is of modern, almost skyscraper architecture, and a truly noble building. It stands on 50 acres of land, and few parks have ever been better landscaped. A feature is the SUNKEN GARDEN in front of the building. In the exact center of this garden is the GRAVE OF HUEY P. LONG, decorated with a statue of the former Governor and U. S. Senator by Charles Keck. But his real monument is the capitol which he built.

Built in about a year, the capitol was opened in 1932. It is approached by a flight of 48 steps, each bearing the name of a state of the Union. The top is flanked by two STATUES BY LORADO TAFT: "Pioneers" and "Patriots."

The magnificent BRONZE DOORS by Lee Lawrie lead into MEMORIAL HALL, an amazingly noble room at the base of the tower. The VIEW from the tower itself is splendid. The building is open daily from 7 to 7, but the tower, which to me is the feature of the visit, is open only from 10 to 5.

The PENTAGON BUILDINGS near by were built as barracks between 1819 and 1829. They belong to the University, which once occupied this site until it was moved to its new location across the city, and have been converted into apartments. On the shores of OLD UNIVERSITY LAKE (the ornamental body of water behind the capitol; New Uni-

versity Lake is on the campus) stands the old ARSENAL with walls 5 feet thick. It is now used as the STATE POLICE TRAINING SCHOOL BARRACKS.

Toward Natchez

The refinery of the Standard Oil Co. of Louisiana, one of the largest in the world, is a bit north of Baton Rouge and is open to visitors on application, conditions permitting.

Then past ST. FRANCISVILLE and BAINS, between Bains and LAUREL HILL, is AFTON VILLA, an ante-bellum house which might be considered the apotheosis of wooden Victorian Gothic decoration. The exterior alone is worth the 50 cents it costs, if only as an example of how not to decorate a house—at least according to the taste of today. Just past Laurel Hill, at one of the highest points in all Louisiana, 400 feet above sea level, you will cross the state line back into Mississippi.

Nine miles north of the state line is WOODVILLE, with a few things of interest to see. Woodville is an old town; most of its sights are of the "oldest in the state" variety. For instance the Woodville *Republican* not only is the oldest newspaper but is also said to be the oldest business still in operation in Mississippi. Notwithstanding its name, the paper is a strong supporter of the Democratic party. The West Feliciana Railroad, which is now part of the Yazoo & Mississippi Valley Railroad, which in its turn is part of the Illinois Central System, was the first to be built in the state, and was also the first standard gauge (this statement is disputed—some say "among the first") railroad in the United States. The old station is now a POST OFFICE.

The METHODIST CHURCH with its slave gallery dates from 1824 and is probably the oldest of its denomination. The BAPTIST CHURCH, date of construction unknown, claims to be the oldest of any denomination in the state. Among churches I find ST. PAUL'S EPISCOPAL CHURCH to be the most beautiful. It is claimed to be the oldest of its denomination not only in Mississippi but west of the Allegheny Mountains. The interior is notable.

Most of the old houses in and near Woodville are in private hands. There are several old plantation homes in the vicinity which you will be able to see if you happen to be in Woodville during the last two weeks of March when the Woodville Garden Club arranges its pil-

grimage, but at other times a glimpse of the exterior of the JOHN S. LEWIS HOME will probably suffice for all but the most enthusiastic sightseer.

Between BUFFALO CREEK and the HOMOCHITTO RIVER the road climbs slowly to a height of land giving an excellent view of the surrounding country. A little way past the Homochitto River a gravel road to the right will take you to MT. CARMEL CHURCH, about 6½ miles away. Although this lovely little building is admired by architects, I do not honestly believe that a casual tourist (like me) would find the sight a sufficient reward for the extra 13 miles of driving that a visit involves.

Easy to visit is GLENWOOD, an old plantation house falling to ruin. The entrance is to the right 15 miles north of the Homochitto River. The house is not visible from the road. Admission is 25 cents. Both house and furnishings are in rather pathetic condition.

Natchez

This old city on its rolling bluffs overlooking the Mississippi prefers to push the present to one side in favor of the past. There is of necessity a modern side to the city, but it is a little apologetic; the new is tolerated rather than admired.

The city is a perfect nest of old houses. A complete description of them here would make the section on Natchez a book in itself. Some are in private hands; others, while privately owned, are open during the famous "pilgrimage" in late March and early April; still others are open to the public at all times. I shall concentrate on these last ones, for if you are there during the pilgrimage you will be guided to the homes open only at that time.

U. S. 61 will bring you into the city by Homochitto Street. A right turn onto Auburn Road will take you to DUNCAN PARK, which comprises the grounds of AUBURN, a magnificent old mansion built in 1812 and deeded to the city in 1911 by the heirs of the Dr. Duncan who purchased the estate in 1820. The house is open to the public.

Returning to Homochitto Street, a half right turn into Pine Street will bring you to THE ELMS a block away. This house is open to the public only during the pilgrimage, but the exterior is worth seeing, for it is believed to have been built in 1785 by the Spanish Governor of that time.

The Spaniards held Natchez between 1789 and 1798, did much to

improve the town, and are said to be responsible for the layout of that part of the city which you are now entering. A left turn on Washington Street will lead you past GREENLEAVES, built at some unknown time before 1812, and past the TRINITY EPISCOPAL CHURCH, built in 1822 and remarkable for the beauty of its interior. The BRITTON HOME on the corner of Washington and South Pearl Streets is an imposing one, and the OLD SPANISH HOUSE at the corner of South Wall Street is a fine example of the architecture of the period of Spanish Dominion. You may not enter, but just around the corner on South Wall Street is the CONTI HOUSE, built some time before 1788 and open daily between 10 and 4, the admission being 25 cents.

Before doing further sightseeing in town, go left on Canal Street to RICHMOND, an old mansion showing three styles of architecture. The central portion was built by Spaniards in 1786, the front was added in 1832, and the Empire-style wing dates from 1850. The house is open daily from 9 to 4; admission costs 25 cents.

What is seriously said to be the finest piece of Southern architecture in the Natchez region is in this same neighborhood. THE BRIARS at the west end of Irvine Avenue, overlooking the Mississippi, was built in 1812-15, was the girlhood home of the Miss Varina Howell who became Mrs. Jefferson Davis in 1845, and is fortunately opened to the public. Admission is 50 cents; visiting hours are 9 to 4.

Returning toward the city, proceed left from Canal Street to South Broadway. At the foot of the latter street stands ROSALIE, built in the early 1800's, a fine example of late Georgian architecture. It was used as Union Headquarters in 1863, and General Grant and his family are said to have spent several days here.

From the ESPLANADE overlooking the river on the west side of South Broadway is an excellent view of the Mississippi, and of old NATCHEZ-UNDER-THE-HILL. Little is left of what was one of the wickedest spots along the Mississippi. The remorseless river has eaten away most of the BATTURE, as the strip of land on which it was built was called, and nothing remains but about one street and some dilapidated old houses. The ferry line which crosses the river from the Batture has maintained service since 1797.

I would be inclined to park my car somewhere around here, space and the local cop permitting, and proceed on foot to see the numerous things grouped in the quadrangle formed by Canal, State, Union, and

Main Streets. Passing to the right down Canal Street, the old building on the corner of Wall Street, certainly built by the Spaniards during their occupation, is now thought to have been a commissary or storehouse for the old fort. Opposite is the MERCER HOUSE, in private hands. This building in Georgian Colonial style dates from 1818.

In the middle of the block bounded by State, Pearl, Market, and Wall Streets and facing on short Market Street is the ADAMS COUNTY COURTHOUSE, said to mark the exact center of the city laid out by the Spaniards. Its records date from 1780 and mark three regimes in their three languages: French, Spanish, and English. The grounds are the site of the old Spanish market.

The Church of San Salvador was almost certainly on the same site, for across the street (Market Street) is the PARISH HOUSE OF SAN SALVADOR, dilapidated but still retaining evidences of the simple beauty of its design and construction. It was sufficiently completed in 1788 to be occupied in that year.

Back on State Street you will soon come to the FIRST PRESBYTERIAN CHURCH, built in 1829 from the designs of Levi Weeks. The exterior is beautiful in its classic simplicity—a simplicity that is reflected in the interior with its box pews and slave galleries.

On the corner of Commerce Street you will see ST. JOSEPH'S ACADEMY, an ante-bellum house purchased in 1867 by the Sisters of Charity. Turning left onto Union Street, you will next come to SAINT MARY'S CATHEDRAL. This chief church of the Roman Catholic Diocese of Mississippi was completed in 1851, and improved at intervals since. MEMORIAL PARK, adjoining the cathedral, is part of the old Spanish cemetery once belonging to the Church of San Salvador. After years of neglect it was cleaned up. The MONUMENT TO THE CONFEDERACY was erected about 50 years ago, and at that time the name was changed to the present one.

If you turn left again on Main Street and walk two blocks back toward the river, you will find MEMORIAL HALL, with its entrance on south Pearl Street, built in 1852 as a public forum. It was called Institute Hall until the Memorial tablets were affixed after the First World War. Many of the more important social affairs of the city are held here.

Continuing down Main Street, still in the direction of the river, you

will come next to the twin buildings of the OLD COMMERCIAL BANK and the BANKER'S HOME adjoining. Both the bank and the residence of the first president of the bank were built in 1809. The classic façade of the bank itself is particularly lovely. Then facing the river, back once more on south Broadway where your walk commenced, is the BUNTURA HOME, notable for the delicacy of the wrought iron that decorates its balconies.

Franklin Street runs parallel with Main Street a block farther to the north. At the corner of Franklin and North Wall Streets stands MARSCHALK'S PRINTING OFFICE, built certainly before 1800, as that was the year in which the Marschalk presses began turning out printed matter in Natchez. Another block away, on the corner of North Canal and Jefferson Streets, is CONNELLY'S TAVERN. It was built in 1795, was recently restored by the Natchez Garden Club, and is one of the most interesting spots in town. This was a famous tavern on the NATCHEZ TRACE, as the path from New Orleans to the North was once called. It is said that the designation of "trace" was a deliberate one, as the path was not marked well enough to be called a "trail."

A huge old mansion called STANTON HALL occupies with its grounds the entire block on High Street between North Pearl and North Commerce Streets. It is open daily from 9 to 4. A view of this antebellum house with its ceilings 22 feet high is well worth the modest 25 cents it costs to get in.

It is thought that KING'S TAVERN on Jefferson Street was once a blockhouse guarding the Natchez Trace. In any case it is quite definitely the oldest building in Natchez, and also well worth the 25-cent admission fee. Open daily from 9 to 5.

Although I have not begun to cover the interesting old houses of Natchez, I have mentioned the ones of greatest interest near the center of town. If you want more, go out to Oak Street, only a few blocks from the heart of things, and to Myrtle Avenue, which runs off Oak Street and was once the fashionable residential district of the town. Here you will see them in profusion and in all stages of repair and disrepair—and, truth compels me to say, only too often in the latter state. And for a splendid VIEW of the river, go to the bluff at the corner of Oak and Clifton Streets.

Let me warn garden lovers that Natchez has far less to offer in this

line than other cities you will visit. The accent is on houses; while the lover of architecture will find a rare feast spread for him, the amateur of gardens will not fare so well.

This is particularly true of D'EVEREUX, a mile or so north of town on U. S. 61 toward Vicksburg. The gardens were ruined during the War Between the States, when many great trees were chopped down for fuel by the Federal troops encamped in the grounds, and the flowers were trampled down or torn up by careless soldiery. But the old house, built in 1840, has such surpassing beauty that it is one of the "must" sights of Natchez. Admission is 25 cents, and the house is open daily during most of the daylight hours.

Half a mile or so before you reach D'Evereux you will pass the SITE OF THE OLD SLAVE BLOCK. Near by is a row of Negro cabins, many of which were built of timbers from the old SLAVE BARRACKS which once occupied the same site. Negroes were brought here direct from Africa and, after being slightly tamed, were sold at the block beside the Natchez Trace.

Although the food in the hotel is excellent, I have not heard of any other restaurants outside of any particular worth—but this doesn't prove that there aren't any! There is swimming in several pools, golf for a reasonable fee in Duncan Memorial Park, and tennis and skeet shooting.

To Vicksburg

If you have seen D'Evereux and the sights near by, there is little to detain you for the first 9 miles or so of your drive. Then at WASHINGTON, a tiny village which from 1802 to 1820 was the capital of Mississippi, are several old homes, all in private hands, and also JEFFERSON COLLEGE, founded in 1802, where just inside the entrance are the BURR OAKS, so called because it was under these trees that Aaron Burr was tried for treason.

Twelve miles farther on at CHURCH HILL you will see CHRIST EPISCOPAL CHURCH to your left. Built in 1857, it is beloved by architects. A drive of 5 miles more brings you to the entrance to SPRINGFIELD, a plantation house erected in 1791 and a fine example of that type of structure (admission 25 cents).

At PORT GIBSON are many old houses and a couple of notable churches. The CATHOLIC CHURCH has a hand-carved altar rail and beams. The

PRESBYTERIAN CHURCH is of interest for the peculiar hand that tops its steeple and for the chandeliers that came from the *Robert E. Lee,* probably the most famous of the Mississippi River steamboats.

But the great sight of Port Gibson is along a road leading from town 10 miles to the left. Here loom up the amazing RUINS OF WINDSOR. This great house built in 1861 was by far the finest home in Mississippi. Five stories high, with an observatory at the top, it was one of the landmarks of the valley and was used as a range sight by river pilots. It survived the War Between the States with no irreparable damage, but in 1890 was accidentally burned. Now all that remains are a rectangle of 22 Corinthian stone columns draped with vines and connected by graceful wrought iron which was once the railing of the upper balcony. You may think it odd that I should ask you to add a total of 20 miles to your drive just to see some columns where a house once stood, but if you will only do so I am sure you will agree that it was worth it.

Port Gibson is on the banks of the south fork of BAYOU PIERRE. As you cross the new bridge you will see to your right the few remains of the bridge destroyed by the Confederates in a futile attempt to hinder the inexorable advance of Grant's armies toward Vicksburg.

A mile after you cross the large fork of Bayou Pierre, a road will take you left to the HERMITAGE, one of the best-preserved of the old Mississippi plantation houses, and to GRAND GULF on the Mississippi. This once important town has been eaten away by the changing currents of the Mississippi until only a fragment remains. There is a fine VIEW from the cliff.

And then over ridges and through woods draped with moss streamers of incredible length, to Vicksburg.

Vicksburg

This town has had three names in the course of a century and a half. The Spaniards came to these bluffs and built a fort in 1791. They named it Nogales after the Walnut trees on the hill. This name was inevitably changed to Walnut Hill by the flatboatmen of the Mississippi. Then about 1815 the Reverend Newitt Vick bought a tract of land on the river and planned a city. Although it grew rapidly before and after his death in 1819, it was not until 1825 that the citizens named it Vicksburg in his honor.

The town is strategically placed for the transfer of goods brought up the river to the farms of the interior. It developed so rapidly that by 1830 the new arrivals outnumbered the older citizens and had things very much their own way. Vice was rampant. Gamblers were so in control of the town that in 1835, when a particularly outrageous incident aroused a storm of protest, they even dared threaten the citizens. This was a mistake, for the citizens at last shook off their lethargy, lynched 6 of the gamblers in one way or another (one is said to have been set adrift on the river in a small boat with his hands tied behind his back), and definitely put Vicksburg on the road to law and order.

The "Gibraltar of the Confederacy" underwent a grim siege of 47 days before it was starved into surrender by Grant's surrounding forces. The story of the campaign is too long to be told here, but the graphs and models on display at the Vicksburg National Military Park will make it clearer than words possibly could.

Vicksburg suffered severely during the days of Carpetbagger rule that followed the War, and in 1875 broke this rule with a bloody riot apparently caused and started by armed bands of Negroes converging on the city. I say apparently caused, for the actual reason for the fatal day is still a matter of dispute. But with carpetbagger rule broken, the city was ready to forge ahead to new prosperity when it received another blow, this time at the hands of nature. The capricious Mississippi cut another channel for itself in 1876, moved away from town, and very literally left Vicksburg high and dry on its bluffs. It was not until 1902 that the old channel was canalized with the waters of the YAZOO RIVER and Vicksburg once more became a waterfront city.

A city with such a short history can't be rich in very old relics. U. S. 61 enters the city by way of Washington Street, and if you will follow Washington Street through to First East Street and turn right, you will come to one of the few old relics there are. Built in 1838-1842 the century-old MC NUTT HOME is said to be the oldest in the city. Opened only by appointment, it resembles oddly the houses built at an earlier date in New England.

The WARREN COUNTY COURTHOUSE in the center of town is the dominating architectural note of the Vicksburg scene. Completed in 1861, its cupola was riddled with shot during the siege of 1863 and was replaced by the one which now crowns the building.

The other old houses in Vicksburg are all in private hands and so

overshadowed by the greater interest of the Vicksburg National Military Park that I would advise you to spend all the time possible there.

A drive out Clay Street, which is also U. S. 80, to Jackson (see page 319) will take you to the MEMORIAL ARCH which marks the main entrance to the VICKSBURG NATIONAL MILITARY PARK. This huge reservation of over 1,300 acres covers the most important part of the ground occupied by the conflicting forces during the siege and defense of Vicksburg in 1863.

It would be well for the visitor to proceed immediately to Park Headquarters where the HISTORICAL MUSEUM will give him a good groundwork for the co-ordination of the various spots he will visit, and where park literature with maps and explanations can be obtained. Also guide service.

I think a guide is well worth while, although a visitor who prefers to wander about the park by himself will find over a thousand markers and monuments, not counting the statues and memorials, which will tell him what happened at every point of the way. Here are the well-marked remains of trenches and breastworks, fortifications which constitute a museum of the military engineering of the day, and even one of the caves to which the civilian population was driven during the bombardment—an interesting forecast to the bombproofs of 75 years later.

Of the more than 17,000 Federal soldiers who lost their lives during the siege of Vicksburg and who are buried in the VICKSBURG NATIONAL CEMETERY, over 13,000 have never been identified. This particular cemetery, which has no connection with the Vicksburg National Military Park, by the way, is one of the most visited spots in the entire region, not so much for the sentiment attached to it as for the great beauty of the grounds. A few World War and Spanish American war dead are buried here, but there are no Confederate soldiers in the cemetery. They are buried in CEDAR HILL CEMETERY in Vicksburg itself.

A third great sight at Vicksburg, which must not be missed, as it is unique in the world, is the U. S. WATERWAYS EXPERIMENT STATION. This 245 acre reservation devoted to models of the Mississippi and other rivers permits engineers to study on a small scale the methods later to be employed in the taming of full-size streams. One of the models is 1,055 feet long and shows in perfect scale a 600 mile stretch of the Mississippi River, with all its backwaters and tributaries! It is

a working model, so arranged that any given amount of flood in the real river can be simulated and studied. And this is only one of the marvels of the place. Another model simulates tides. Guides are furnished at the Administration building.

At Vicksburg there is a toll bridge across the Mississippi. The rate for the car and driver is $1.25 and for each additional passenger 25 cents. A cheaper way to cross is by the ferry, where a car and driver cost only 50 cents and each additional passenger 15 cents.

Toward Memphis

North of Vicksburg your road will cross part of the newly created DELTA NATIONAL FOREST, not yet developed. A good deal of it goes under water whenever the Mississippi or the Yazoo River overflows. LELAND 80 miles from Vicksburg, a nice residential little town on DEER CREEK, is at a junction, with U. S. 82 leading east to Columbus, Ga. (see page 188), and Tuscaloosa, Ala. (see page 282).

This whole region is known as the DELTA, although in fact it is nothing of the kind but merely a low-lying district where frequent floods have laid a rich blanket of alluvial soil. The same U. S. 82 will lead west to the chief town of the Delta, GREENVILLE, 10 miles away. This town of about 15,000, almost entirely modern and commercial, offers little in the way of sights to the tourist. Unless some special interest takes you there, or unless you want to use the ferry across the Mississippi leaving Greenville for the Arkansas side every hour on the hour except at 3, 4, and 5 A.M., I can see no good reason for driving the extra 20 miles to reach it. The ferry fare is $1 for a car and driver; additional passengers 25 cents each.

The succeeding 133 miles into Memphis (see page 324) can almost be dismissed in a paragraph. The road traverses a rich country of farms and plantations where cotton has been king for years. So roll along and look, and don't let your conscience hurt while you are doing so, for really I could find little to make me stop along the way.

Mississippi— 41

THREE ROUTES ACROSS THE STATE

ALTHOUGH THE PRINCIPAL TOURIST ROUTES THROUGH THE STATE OF Mississippi are along the coast east- and west-bound and along the river north- and south-bound, there are many points of interest in the state that these routes do not and cannot cover. So, as I feel that the following main highways lead to most of them, either direct or by detours, I shall present the principal points of interest of each as briefly as possible, and chiefly as suggestions for detours, time permitting.

Across the State from Natchez by U. S. 84

From Natchez to Washington (see page 312) your route is the same as the one to Vicksburg described in Chapter 40. There are very few things to describe on the way. The road crosses part of the Homochitto National Forest, roughly along the banks of the river of the same name, and passes many little towns and villages typical of the country but with nothing to detain you. Between Washington and MEADVILLE are many VIEWS of the national forest from the highway itself. BROOKHAVEN, the center of a dairying district, is the home of the OAK HILL FARMS, famous for the breeding of prize cattle.

MONTICELLO on the banks of the Pearl River (see page 290) had steamer connections with the Gulf as late as the beginning of the present century. Between COLLINS and HEBRON you will see to the right a little church where the graves in the churchyard are covered with sheds.

Four miles past BIG CREEK CHURCH on the banks of BIG CREEK a road will take you to BUFFALO HILL, well worth seeing although it is 3½ miles from the main highway. This was a favorite salt lick for the bison which once roamed the valley, the paths they trod on the hill started erosion, and today the district is cut into deep gullies of odd shapes and colors.

LAUREL is a manufacturing town with two unique industries: the MASONITE PLANT making a special sort of fibre-board and the SWEET POTATO STARCH PLANT which belongs to the Mississippi Agricultural Experiment Station and is operated under lease by a co-operative organization of farmers.

The LAUREN ROGERS MUSEUM OF ART shares the building of the LAUREN ROGERS LIBRARY. A memorial by Lauren Chase Eastman to his grandson, this small but unusually good collection runs the art gamut from Reynolds to Rousseau.

Your route from Laurel will depend largely on your ultimate objective. If it is Mobile, you will naturally continue on U. S. 84; but if it happens to be Montgomery, Tuscaloosa, Birmingham, or the Tennessee River Valley, turn left onto U. S. 11. On this road, near SANDERSVILLE, is the BOGUE HOMA INDIAN SCHOOL AND RESERVATION, where the Indians make excellent baskets which are sold either at the school itself or in Sandersville.

STAFFORD SPRINGS was known as a mineral spring to the Indians long before the white man came. It is still a summer resort of more than local renown. And then, except for some sturdy little towns like PACHUTA, the district, with its one-room cabins, is obviously one of poverty. On the way to Meridian (see page 320) you may wish to glance at the KEY AVIATION FIELD, where an endurance record was broken in 1935.

If you stick to U. S. 84, it will bring you to WAYNESBORO after a drive of some 30 miles from Laurel. This is entirely a local trading center, with no points of interest for the tourist. Here U. S. 84 joins U. S. 45, the direct highway for Mobile.

From Vicksburg Through Jackson to Central and Northern Points in Alabama by U. S. 80

The entire countryside which this road traverses between Vicksburg and Jackson was included in the operations around Vicksburg in 1863. On your way out of the city you will pass the main entrance to the Vicksburg National Memorial Cemetery (see page 315) and at EDWARDS will be only 4 or 5 miles to the north of CHAMPION'S HILL, scene of one of the bitterest battles of that campaign.

Eight miles beyond BOLTON, where great oaks shade the highway, are the entrances to MISSISSIPPI COLLEGE for boys and HILLMAN COLLEGE

for girls, both administered by the Baptist church. They mark the entrance to CLINTON, which might almost be considered a suburb of Jackson 8 miles away.

Jackson

The capital of Mississippi bears, besides the only skyscrapers in the state, two capitol buildings, both of real beauty. U. S. 80 will bring you into town over Capitol Street and will also take you past several things of interest on your way to the Old Capitol, which I would be inclined to visit first.

The 79-acre LIVINGSTON PARK with an airport behind it will be on your left soon after you enter the city. Somewhat nearer the center of town, still on your left, you will pass the DEAF AND DUMB INSTITUTE, where almost 300 boys and girls are being taught to lead useful lives in spite of their handicap.

When you get to Jackson's most crowded corner, at Capitol and West Streets, you will have on your left the GOVERNOR'S MANSION. This noble old house completed in 1842 is an almost perfect example of the better architecture of its period and is a monument to William Nichols, who designed it.

The OLD CAPITOL, which faces the end of Capitol Street, is one of the state's better buildings. During and after the War Between the States it suffered from neglect and in 1903 was considered unsafe for use. Fortunately it was repaired in 1916, and is now in use as the home of the departments of Education, Insurance, Health, and Agriculture.

The interior of the building was considerably altered to fit it for its present use. The statue of Jefferson Davis, now in the ROTUNDA, originally stood outside the building in the grounds.

Near the Old Capitol is the CIVIC CENTER, several buildings grouped around the MUNICIPAL FLOWER GARDENS. The old CITY HALL has two façades; the one facing the garden is actually the rear. It was built in 1854 and has always been kept in excellent repair. Oddly enough, the ultra-modern design of the HINDS COUNTY COURTHOUSE, also facing the Municipal Flower Garden, does not seem to conflict with the older building.

The NEW CAPITOL, between North West Street, High Street, and North President Street, facing Mississippi Street, was opened in 1903. Designed somewhat like the National Capitol at Washington, it is an

excellent example of that type of architecture so satisfying for public buildings. The eagle which tops the dome is interesting for its size, being 8 feet high with a wingspread of 15 feet.

You will find the ROTUNDA interesting; also the HALL OF FAME and the DEPARTMENT OF ARCHIVES AND HISTORY and the STATE MUSEUM.

The many other sights around Jackson are all minor ones. There are some splendid old homes, but all are in private hands. However, the exterior of the one-story MANSHIP HOME with its delicate wrought iron is well deserving of a glance. Then in BATTLEFIELD PARK are the remains of Confederate fortifications, which will interest you if you have not already seen those around Vicksburg.

To the Alabama Line

Between Jackson and Meridian, U. S. 80 passes near ROOSEVELT STATE PARK, where facilities are available for camping, fishing, swimming, hiking, and other features of a woodland vacation. Then it crosses the recently established 382,820-acre BIENVILLE NATIONAL FOREST.

MERIDIAN, the second-largest city in Mississippi (over 30,000), is an almost purely industrial town and an important railroad center. It is a city of pleasant homes. It boasts good accommodations and an excellent restaurant, Weidman's.

From Meridian, U. S. 80 will take you direct to Montgomery (see page 275); U. S. 11 leads to Tuscaloosa (see page 282) and Birmingham (see page 265).

From Greenville Through Greenwood and Columbus to Birmingham by U. S. 82

The route across the state from Greenville is not uninteresting, for it traverses one of the greatest cotton-growing districts in America, and probably in the entire world.

U. S. 82 crosses U. S. 61 at Leland (see page 316) and runs through the cotton country for 34 miles to GREENWOOD. This city on the banks of the YAZOO RIVER is a cotton town if there ever was one, tense during the marketing season from fall until Christmas and acutely sensitive to every variation in the price of the major crop—in fact almost only crop—of the surrounding countryside. The TERRY HOME is mildly interesting (open 9 to 5), but of far greater interest is MALMAISON some 20 miles away. This old mansion, built in 1854 by Greenwood Leflore,

the last Choctaw chief, is open daily, the admission being 25 cents. It is interesting rather than beautiful.

WINONA and STARKVILLE both boast of the oldest houses in their respective counties. Both houses are about 100 years old and of log construction, bearing testimony to the fact that this section was a frontier district at a comparatively recent date. At Starkville is also located the state-supported MISSISSIPPI STATE COLLEGE, surrounded by a tract of 4,000 acres.

COLUMBUS is a mixture of the old South and the new. There are several fine old houses among the buildings of the modern town, but almost all of them are closed to the public. Since in your trip through the South you will pass hundreds that are open to your view, it hardly seems necessary to list them here. The STEPHEN D. LEE HOME, built in 1844, now makes part of the Lee High School, and may be visited on school days during school hours.

From Columbus, U. S. 82 leads direct to Tuscaloosa (see page 282) and Birmingham (see page 265); U. S. 45 leads north to Tupelo and Corinth, and south to Waynesboro (see page 318) and Mobile (see page 277).

TUPELO is entirely a manufacturing city, where the TUPELO FISH HATCHERY, the only one in the state, is open weekdays from 8 to 4, and is about the only thing in town of real interest to the passing traveler. And Corinth (see page 330), while politically part of Mississippi, belongs geographically so much to the Tennessee Valley region that I shall follow the natural course of the sightseer and include it in my description of that state.

A Few Statistics of Louisiana

Area: 48,506 square miles. *Population (1940):* 2,360,661. *Capital:* Baton Rouge, population 34,337. *Boundaries:* Arkansas on the north, the Mississippi River on the east, Mississippi again on the north, Mississippi and the Gulf of Mexico on the east, the Gulf of Mexico on the south, and Texas on the west. (The small section of Louisiana described in this volume lies east of the Mississippi and is bounded on the west by that river, on the north by Mississippi, on the east by Missisippi and the Gulf of Mexico, and on the south by the Gulf of Mexico.) *Government:* Legislature, consisting of a Senate of 39 members and a House of Representatives of 100 members, meeting biennially in even years. *Climate:* Generally warm. The temperature at New Orleans ranges from a January average of 54 to a July mean of 82 degrees F. *Nickname:* The Pelican State, or the Creole State. *Largest city:* New Orleans, population 492,282. *Rainfall:* Averages 57.5 inches annually. *Rank among the states in area:* 30th. *Rank*

among the states in population: 21st. *Density of population per square mile:* 48.6. *Cities over 10,000 in population:* 9.

A Few Statistics of Mississippi

Area: 46,865 square miles. *Population (1940):* 2,181,763. *Capital:* Jackson, population 61,965. *Boundaries:* Tennessee on the north, Alabama on the east, the Gulf of Mexico on the south, the Pearl River on the west, Louisiana again on the south, the Mississippi River again on the west. *Government:* Legislature, consisting of a Senate of 49 members and a House of Representatives of 140 members, meeting biennially in even years. *Climate:* Generally warm, averaging at Vicksburg from 48 degrees F. in January to 81 in July. *Nickname:* The Magnolia State. *Largest city:* Jackson. *Rainfall:* Averages 51.9 inches annually. *Rank among the states in area:* 31st. *Rank among the states in population:* 23rd. *Density of population per square mile:* 46.4. *Cities over 10,000 in population:* 12.

A Little History of Louisiana and Mississippi

1519 Alvarez de Pineda has made extensive explorations of the Gulf Coast, and it is quite probable that the great river which he reports finding is the Mississippi.

1528 The coast is again skirted, by Alvar Nunez Cabeza de Vaca.

1540 De Soto's expedition enters and crosses what is now Mississippi, coming from Alabama and Florida.

1541 De Soto explores extensively, including the lands which are now in northern Louisiana.

1542 De Soto dies and is buried in the Mississippi near the mouth of the Red River.

1629 The first Carolina Grant includes Mississippi.

1663 The second grant, running from "sea to sea," may have been optimistically believed by the English holders, but the French and Spanish didn't take it very seriously.

1682 De La Salle descends the Mississippi from the Great Lakes. When he arrives at the mouth he claims the lands he has explored for King Louis XIV of France, and names the territory Louisiana.

1685 He returns but is unable to relocate the mouth of the river.

1699 D'Iberville rediscovers the river, but builds his first fort—Fort Maurepas—on Biloxi Bay.

1700 He builds Fort Iberville on the Mississippi at Pointe à la Hache, and explores the river as far north as Natchez.

1717 After several vicissitudes in the original charters of development, one is granted to the Company of the West, formed by the Scotch financier John Law. This company becomes the Compagnie des Indes Occidentales (commonly called the "Mississippi Company") and the inflation of the "Mississippi Bubble" begins.

1720 The bubble bursts, almost ruining not only France but most of the rest of Europe. However, the colonization methods of the company have resulted in a rapid development of the coast. Settlers have extended inland. There are 300 of them at Natchez.

1723 The Capital is moved from Biloxi to New Orleans.

1763 Europe's wars affect the western hemisphere, as usual, and by the treaty of Paris, which ends the Seven Years War, Louisiana goes to Spain, and West Florida, which includes Mississippi, becomes the property of Great Britain.

1776 During the American Revolution the province of West Florida remains loyal to Britain.

1779 War is declared between England and Spain. A Spanish expedition captures Baton Rouge, and all West Florida is surrendered to Spain.

1782 By treaty between Britain and Spain, the southern boundary between West Florida and Florida is fixed on the 31st parallel of latitude to run from the St. Marys River to the Mississippi.

1797 By treaty between the United States and Spain, the southern boundary of the 31st parallel is confirmed, and the western boundary is fixed as the middle of the Mississippi. All present Mississippi except the Gulf coast thus becomes American, including the city of Natchez.

1798 The Territory of Mississippi is created by act of Congress.

1801 Spain cedes Louisiana back to France.

1803 France sells Louisiana to the United States for $15,000,000.

1812 Louisiana is admitted to statehood. War begins again with Great Britain.

1814 The naval battle of Pass Christian is fought near St. Louis Bay.

1815 Fifteen days after the peace treaty ending the war has been signed at Ghent, and long before the news could reach America, the troops under General Andrew Jackson defeat the British at the battle of New Orleans.

1817 Mississippi is admitted to statehood.

1819 By treaty with Spain, the Sabine River is declared to be the western boundary of Louisiana.

1821 The capital of Mississippi is established at Jackson on the banks of the Pearl River.

1823 The first natural gas well in Louisiana is brought in. Nobody considers it of any particular value, so it is abandoned.

1838 The 1st Mardi Gras parade is held at New Orleans.

1849 The capital of Louisiana is moved to Baton Rouge.

1861 Mississippi secedes from the Union on Jan. 9, thus becoming the second state to do so. Louisiana secedes on Jan. 26, setting herself up as an independent republic, and does not join the Confederacy until two months later.

1862 Farragut captures New Orleans. Mississippi is invaded by Federal forces.

1863 Vicksburg falls after a bitter siege and a heroic but futile defense.

1865 The War Between the States comes to an end.

1868 Louisiana is readmitted to the Union.

1870 Mississippi is readmitted to the Union.

1879 The famous jetties of Captain James B. Eads succeed in harnessing the formerly wandering mouths of the Mississippi and establish a deep-water channel from the sea to New Orleans. As a direct result, New Orleans is today one of America's greatest seaports.

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MEMPHIS, AND NORTH ALONG THE RIVER

IT MUST BE NICE TO BE A CHILD IN MEMPHIS, FOR ANY CITY WHICH maintains a complete circus in its zoo is quite evidently a children's paradise. And judging by the homes in the residential districts, it is a nice place for their parents, too. For the tourist I am afraid it is merely the metropolis of three states (or at least large parts of them), a place of good hotels, and a welcome rest from *too* much sightseeing.

Most of the sights of Memphis are of the kind to be seen in any first-class American city. Things definitely of the region are few and far between. Most of the old homes, and many were splendid, have fallen from their grandeur of other years and are now cheap rooming houses and tenements along the famous "Beale Street." The BEALE AVENUE which you will see on the signboards is really the BEALE STREET of Handy's "Memphis Blues," and the song is a perfect description of the street. This mile-long thoroughfare from the river to East Street is the center of Negro life in Memphis and is far different from the Beale Avenue which was the center of fashion in ante-bellum days. Then the street was lined with the wealthy homes of the city, and even today the HUNT-PHELAN RESIDENCE at No. 533, built in 1835, and the ROBERTSON TOPP HOME at No. 567, built in 1838, with their massive porticos, still retain the dignity of days gone by. I mention these old houses as a duty; I really don't find them important. The sight of Beale Street is the street itself and the teeming life in it. It is best seen at night but, although it is an all-night street, not *too* late and not after dining *too* well, for remember that the song says, "You will find that business never closes until somebody gets killed."

But the street is not all honky-tonk, as proved by the BEALE STREET BAPTIST CHURCH, which Negro labor built in Victorian Gothic style between 1865 and 1869, just after the end of the War. The CHURCH PARK AUDITORIUM on the same grounds, built by the city in 1929, is also

a Negro community center and a focal point of the Negro life of the city.

Many of the other sights in town are merely sites where something else once stood. I have found a tablet a poor substitute for the thing itself, no matter how elaborate the tablet may be. So I will pass over all such, and merely tell you the principal things which you can actually see.

COURT SQUARE, in the heart of the business district, is interesting on account of its HEBE FOUNTAIN, a copy of the statue by Canova in the Hermitage at Leningrad. Many of the other sights of the town are grouped around it.

A short walk east from Court Square will bring you to CONFEDERATE PARK, where there is a view of the river, and to JEFFERSON DAVIS PARK on the very river bank, where legend has it De Soto built some boats in 1541. The two parks are separated only by Riverside Drive, and a walk south on that street to Monroe Street will bring you to another small park: CHICKASAW PARK this time. Facing Monroe Street and the Park is the fine building of the COSSITT LIBRARY built in 1893 in Romanesque style. The library has a collection of well over a quarter million volumes and supports seven branches, including one for Negroes.

The COTTON EXCHANGE BUILDING, in this end of town, is open weekdays except Saturdays from 8 to 4, on Saturdays from 8 to 12, and on Sundays not at all. This is to the world of cotton what the New York Stock Exchange is to the world of finance. The quotations heard within its walls spell economic happiness or woe to a whole inland empire.

The Cotton Exchange is at the corner of Union Avenue and South Front Street, and a walk of only a few blocks more down either South Front Street or South Main Street, which parallels it one block farther back from the river, will bring you to Beale Avenue, mentioned above, which must not be missed. And on the way you might like to spend a few minutes in the old GAYOSO HOTEL which was opened in 1844 and has some splendid murals by Newton A. Wells in the lobby. The subject is the life of De Soto.

Returning to the district nearer Court Square, you will see the 7-story GOODWYN INSTITUTE devoted to lectures and concerts and, diagonally across the street from it, still at the intersection of Madison

Avenue and North 3rd Street, the 29-story STERRICK BUILDING, Memphis' tallest skyscraper.

If you will proceed up North 3rd Street past Court and Jefferson Streets to the corner of Adams Avenue, you will have on the corner itself ST. PETER'S ROMAN CATHOLIC CHURCH, built in 1843, and a little way down Adams Avenue to your right the old MAGEVNEY HOME, a cottage certainly over 100 years old although I fail to find the exact date of its building. But both of these will be overshadowed as a sight by the SHELBY COUNTY COURTHOUSE, which with its grounds occupies the block on Adams Avenue between North 2nd and North 3rd Streets. This fine neo-classic building is, in my opinion, the greatest architectural decoration of the city. Lavishly ornamented with sculpture by J. Massey Rhind on the exterior, and with colored marbles within, this fine monument was completed in 1909 from designs by James Gamble Rogers. You should certainly enter the building to admire the corridors, and to see the BUST OF ANDREW JACKSON by Frazee, done from life in 1835. The building is open daily from 7 to 6.

Diagonally opposite the Courthouse, on the corner of Adams Avenue and North 2nd Street, stands CALVARY EPISCOPAL CHURCH, built in 1844. The chancel was not added until 1881.

Those interested in ecclesiastical architecture will certainly want to visit the IDLEWILD PRESBYTERIAN CHURCH at the corner of Union Avenue and Evergreen Street. It is modern and very beautiful with lovely stained-glass windows. Also not to be missed, and far nearer the downtown area, is ST. MARY'S EPISCOPAL CATHEDRAL, also with good glass and with a fine reredos.

You will find it convenient to visit the cathedral and the Idlewild Church on your way to OVERTON PARK, one of the finest of the fine parks of the city. The BROOKS MEMORIAL ART GALLERY, open from 9 to 5:30 on weekdays and 2 to 5:30 on Sundays, and the DOUGHBOY MEMORIAL near it, may prove to be the most attractive sights in the park to the grown-ups in the party. If there are children along, the grown-ups will probably find themselves firmly led to the ZOOLOGICAL AND BOTANICAL GARDENS, open from 9 to 6 daily the year round. Here is an excellent zoo and an hour-long FREE CIRCUS for children. Performances are twice daily on weekdays in the summer (10:30 and 2:30), and every Sunday at 2:30 the year round. The circus is a

complete performance. A grandstand seating 1,000 has had to be built to accommodate the crowds wishing to see it.

Even larger than Overton Park is RIVERSIDE PARK, stretching for a mile and a half along the Mississippi, with a view of the river and of PRESIDENT'S ISLAND, the largest along the entire Mississippi. Small DE SOTO PARK marks the probably legendary spot where De Soto discovered the Mississippi in 1541.

Once you have covered the things I have listed here, I feel that you have done your duty by Memphis as far as actual sightseeing is concerned.

What to Do in Memphis

Among the restaurants the Little Tea Shop, open for luncheon only, has been recommended, and so has the Robilio Cafeteria. The Tea Shop is at 69 Monroe Avenue and the cafeteria is at the corner of Vance Avenue and East Street.

There is SWIMMING in several pools, TENNIS in the parks, and GOLF at several courses. The 9-hole ones in Overton Park and Riverside Park are free; the 18-hole Galloway Course costs 50 cents.

The Cotton Carnival, celebrated in May, is outstanding among the annual events.

North from Memphis

U. S. 51 will take you through the heart of the Cotton Country, interesting to see but dull to describe, on the way to the Kentucky line. Nature lovers will enjoy a visit to SHELBY FOREST PARK, recently created as part of an erosion-control project. From RIPLEY, 54 miles north of Memphis, you can detour for 9 miles to OPEN LAKE, which was formed when an earthquake altered the contour of the surrounding country in 1811 and changed the course of the Mississippi. I don't advise this visit if you intend to see the more interesting Reelfoot Lake.

To reach REELFOOT LAKE, desert U. S. 51 at DYERSBURG, an important "cotton town," in favor of Tennessee 78, a highway which may be closed during flood periods, when the inhabitants of these incredibly fertile bottom lands move resignedly to the upper floors of their houses; but they don't often move out unless things look exceptionally bad.

RIDGELY was entirely covered by the floods of 1937, but TIPTONVILLE, built on higher lands, has never been inundated, and served as a center for rescue and relief work during that flood. This town is the center for the recreational district in and around the REELFOOT LAKE STATE FISH AND GAME PRESERVE. Here is one of the most interesting natural phenomena in all America. The ground sank during the same earth disturbance of 1811 that formed Open Lake (see above), and the soil, undulating in waves almost like water, tangled the trees that it tilted in its movement. When nature settled down again, a lake 18 miles long, 2½ miles wide, and only 2 to 9 feet deep had been formed. This body of water, dotted with the remains of dead trees, their grey trunks contrasting with the brightness of waterlilies, is a paradise for migratory birds, of which over 250 varieties are said to visit it annually. But, if you wander around through the grasses near the water's edge, watch your step, for the lake is also a haunt of the deadly moccasin snake. Fishing and hunting are permitted in season; guides and boats are available.

The principal village at the north end of the lake is PHILLIPPY, almost on the Kentucky line near HICKMAN (see page 388).

Those who elect to omit Reelfoot Lake and continue by U. S. 51 (which would be a pity, for Reelfoot Lake is too interesting to miss) will enter Kentucky at FULTON, on the direct route to Paducah (see page 388).

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FROM MEMPHIS TOWARD THE TENNESSEE VALLEY

TWO FASCINATING ROUTES CONNECT WESTERN AND EASTERN TENNESSEE: one through the great cities of Nashville and Knoxville, and the other along the Tennessee River. The latter route is another of those things that force a writer to compromise between political boundaries and geography, for a large portion of this route is not in Tennessee at all but in northern Alabama, with a little bit of it crossing northeastern Mississippi.

To follow the route along the river through Alabama to Chattanooga (see page 347), begin your drive from Memphis over U. S. 64. You will drive 43 miles between Memphis and SOMERVILLE, and then 25 miles from Somerville to BOLIVAR. Here are a couple of interesting old houses, which are in private hands, so that you can only look at them in passing. One is THE PILLARS, built in 1828, and the other is the BROOKS PLACE, the one-time home of Col. Ezekiel Polk, grandfather of the President James K. Polk. I believe this house to have been built about 1825, but am not at all sure.

After leaving Bolivar and crossing the swamps of the HATCHIE RIVER territory, you will pass through rather drab country as far as SELMER. Here U. S. 45 will take you direct to Corinth, Miss., and to U. S. 72 along the Tennessee, but I would wait for a time and first drive over to the river bank. A toll bridge will take you into SAVANNAH (50 cents for car and driver, 5 cents for each additional passenger), but unless some special interest took me there I would save the toll and turn right, before the bridge, onto Tennessee 22. This road will take you to the entrance of SHILOH NATIONAL MILITARY PARK. This is the site of that great battle in 1862 between the Federals under Grant and the Confederates under Johnston, in which the latter was killed. Although the battle can be considered a draw as far as the immediate result was concerned, it seems proved that the enforced withdrawal of the Con-

federates, chiefly because of the lack of reserves, opened the way to Corinth and contributed to the fall of Vicksburg.

But that is a matter for historians and military experts. The guides available at the ADMINISTRATION BUILDING can give you a better idea of the operations on the ground than is possible on paper. I would certainly pick one up there. In addition to the battlefield, you will also want to see the MUSEUM in the Administration Building, the NATIONAL CEMETERY on a bluff over the river, and the remains of the INDIAN MOUNDS at DILL BRANCH, the limit of the Confederate advances.

It is only a short drive from the Shiloh National Military Park to the PICKWICK RESERVATION PARK, at the PICKWICK LANDING DAM. This mighty barrier across the Tennessee, about a mile and a half long and 100 feet high, backs up the water for 53 miles to the foot of the Wilson Dam at Muscle Shoals (see page 272). The huge navigation lock which lifts river boats from one level to another is itself 600 feet long and 110 wide, with a lift of 61 feet.

From the dam, Tennessee 57 will lead you to the Mississippi line and to Iuka. But, instead of taking it, I would return to the National Military Park and continue on Tennessee 22 to the Mississippi line and to Corinth.

CORINTH, Miss., is a busy town of textile mills, dairies, and poultry farms and is far more interested in its future than in its past. It is especially interesting to the tourist if the town is visited immediately after a view of the Shiloh National Military Park, for it was to Corinth that the Confederate troops retired after the battle of Shiloh. The town, which was and still is an important railroad junction, was evacuated by the Confederates and held for long by the Federals despite a desperate and futile attempt to recapture it in the fall. Over 6,000 Union soldiers are buried in the CORINTH NATIONAL CEMETERY.

At Corinth you are at the junction with U. S. 72 leading east through IUNA, which is near the highest point in Mississippi, 806 feet above sea level, and to Tuscumbia (see page 272), Florence (see page 272), and the country described in Chapter 35.

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KNOXVILLE, NASHVILLE, AND JACKSON

PROBABLY THE MOST TRAVELED EAST-TO-WEST ROUTE THROUGH TENNESSEE is that which leads diagonally from the northeast corner of the state to the southwest corner, leading tourists from the Shenandoah Valley to the Mississippi at Memphis, and thence to the south or southwest.

On the northeast this route begins at Bristol and follows U. S. 11 to Knoxville. Then the route picks up U. S. 70 and follows it all the way into Memphis. This is the more direct route from Virginia and the north, but it is not the one I would follow if time permitted me to go a little farther to see a great deal more.

Rather would I follow the route described in Chapter 12 as far as Asheville (see page 102), picking up U. S. 70 there for my westward run, or better yet continue to New Found Gap (see page 107) and then follow Tennessee 71 into Knoxville, again connecting with U. S. 70 at that city.

From Bristol to Knoxville by U. S. 11E

Since many of us haven't time for extra mileage, let us begin with the direct route.

BRISTOL, Tenn., and Bristol, Va., are the same city. The state line runs down the main street, appropriately named State Street. It is a busy and prosperous place without a single sight to stop for, unless you care to glance at the 60-acre campus (worth seeing when the dogwood is in bloom) and the Collegiate Gothic buildings of KING COLLEGE.

Neither would I bother too much with ROCKY MOUNT half a mile to the left of U. S. 11E about 17 miles from Bristol. Although it is one of the oldest houses in Tennessee, it is in private hands, and you may not go in. I would save my enthusiasm for a town 15 miles beyond Rocky Mount.

JONESBORO claims to be the oldest town in Tennessee. It was officially formed in 1799 and, luckily for us, it was a carefully thought-out community from the first. All buildings had to be constructed to a certain standard, and many of them remain. The local citizenry are justly proud of the appearance of the town and have wisely resisted (not always successfully, it must be admitted) attempts at changing it. Many of the stores along Main Street do modern business in buildings of the past. The CHESTER INN has been in use as a tavern since 1798. The FIRST PRESBYTERIAN CHURCH is a good example of Greek Revival style, notwithstanding the steeple, and so is the METHODIST CHURCH.

Needless to say, the scenery is exquisite, along both branches of U. S. 11 which splits at Bristol into 11E and 11W, both leading to Knoxville. I am treating the slightly longer 11E first, as I think it the more interesting route.

At LIMESTONE the OLD STONE HOUSE is interesting on account of its construction. In 1792 this was a remote frontier section, and each man's house had to be very literally his castle. This house was built with loopholes, and traces of them can still be seen, although they have long since been filled in. About 2 miles from Limestone is the SITE OF THE BIRTHPLACE OF DAVY CROCKETT.

GREENVILLE has on view the TAILOR SHOP where Andrew Johnson once worked, the ANDREW JOHNSON HOMESTEAD, the fine old BOXWOOD MANOR (the wonderful boxwood trees which are the ornament of the place were brought here in 1850), and the delightfully simple SEVIER-O'KEEFE HOUSE, probably in part the oldest in the town, and covered with an extraordinary wisteria.

MORRISTOWN is the center of a great poultry-raising district. JEFFERSON CITY is proud of the finely landscaped campus of CARSON NEWMAN COLLEGE. At NEW MARKET is the girlhood home of Frances Hodgson Burnett of Little Lord Fauntleroy fame. And then it is only 14 miles to Knoxville.

From Bristol to Knoxville by U. S. 11W

U. S. 11W travels west just inside the Tennessee-Virginia line from Bristol to Kingsport 25 miles away. If I were going that far west I would be inclined to stick to the road in Virginia through Gate City (see page 62), and if time allowed I would continue still farther west

to the point where Virginia, Kentucky, and Tennessee meet, turning south at Cumberland Gap. This is a longer road but a more interesting one.

If you use the shorter route, your first point of interest will be KINGSPORT. This is a very modern town, laid out according to late ideas of town planning. Though it is almost entirely industrial, it has great charm. When I say that it is a modern town, I don't wish to imply that there was no settlement here in early days. A fort was built as early as 1761, but it was not until the settlers broke the power of the Cherokees in 1776 that the town became firmly established. Then it stayed a village of about 1,000 until the First World War, when it was planned as the admirable industrial city into which it has developed.

Three miles beyond Kingsport are ROTHERWOOD, a house in the grand manner built in 1850, and the ROTHERWOOD ELM, mentioned by a traveler as early as 1748. With its spread of branches and its trunk measuring 22 feet around, it is a grander sight today than it was 200 years ago.

The EBBING AND FLOWING SPRING is a peculiar natural phenomenon to be observed after turning left for a mile 25 miles south of Kingsport. The basin of the spring overflows about every 2½ hours; the water then recedes a little; when it reaches its lowest point once more, it stirs and overflows again.

At Rogersville in the simple and handsome HAWKINS COUNTY COURTHOUSE was recorded the deed that transferred these lands from the original Cherokee owners. The ROGERSVILLE INN was built in 1782 or thereabouts.

There are several notable springs near the road within the next few miles. Some of them, like GALBRAITH SPRINGS and TATE SPRINGS, have been developed as resorts with the usual hotels and amusements. Among hotels the Old Colonial at BEAN STATION, once called the WHITESIDE INN, was built partly in 1813 and has been much extended since.

Bean Station is where you will reach U. S. 11W if you have gone as far west as Cumberland Gap, so before continuing to Knoxville I shall enlarge a little on that interesting alternate.

If you are entering Tennessee from Virginia, proceed west on U. S. 58 to Middlesboro, Ky. (see page 364). If entering from Kentucky,

your road from Corbin (see page 363) will be U. S. 25E to Middlesboro and then all the way to the junction with U. S. 11W at Bean Station.

The road from Middlesboro is very beautiful. Three miles from Middlesboro, on the Kentucky-Virginia line, it passes CUMBERLAND GAP at an altitude of 1,304 feet. This natural pass through the CUMBERLAND MOUNTAINS was long the main gateway between the East and the West for the early explorers and settlers. You will cross a little corner of Virginia, on less than a mile of highway, but will pass on your way CUDJO'S CAVE (admission 50 cents) which is the locale of Trowbridge's novel of the same name, and the toll road (50 cents per person in autos, hikers free) to the summit of PINNACLE MOUNTAIN, on the Virginia-Kentucky line. This mountain was a strong point during the War Between the States, breastworks being still visible.

The VILLAGE OF CUMBERLAND GAP gets its water supply from the subterranean streams in Cudjo's Cave. At the Pinnacle Café is a collection of relics of the War Between the States.

More interesting collections are at HARROGATE in the INDIAN RELIC MUSEUM and in the DUKE HALL OF CITIZENSHIP of LINCOLN MEMORIAL UNIVERSITY, the same building in which the LINCOLN COLLECTION is housed.

Within the next 30 miles into Bean Station you will cross the upper reaches of Norris Lake, formed when Norris Dam (see page 352) backed up the waters of the Clinch River. The scenery for the whole run between Middlesboro and Bean Station is nothing short of superb.

Between Bean Station and Knoxville, once more on U. S. 11W, there are many resorts, mostly small, but nestling in splendid scenery. INDIAN CAVE, reached by a 7-mile detour, is worth the dollar it costs to get in, unless you have already seen some of the larger caverns of Virginia or Kentucky.

U. S. 70 from Asheville

This direct road from Asheville follows the valley of the FRENCH BROAD RIVER back into the mountains and, while it does not have the grandeur of the route over New Found Gap (see page 107), it has a loveliness of its own. The route from Asheville through the valley is generally downhill, although there are places where you will hardly believe it. Points of interest along the road are few although, like

all the lands of western Carolina and eastern Tennessee, the countryside has great natural beauty. In fact, the 50 miles between Asheville and the Tennessee line, and the succeeding 20 miles or so from the line to Newport, might well be recommended as a sightseeing drive for the sake of the scenery alone. Before reaching the Tennessee line you will pass through WALNUT GAP, traverse parts of the PISGAH NATIONAL FOREST and the CHEROKEE NATIONAL FOREST, go through the old resort of HOT SPRINGS, and finally come to DEL RIO in Tennessee—where Grace Moore was born, by the way. The STOKELY MUSEUM here is interesting for its collections of objects typical of the neighborhood, running from hand-woven counterpanes to Indian relics. From Del Rio (just off the road, and reached by a bridge across the French Broad River) there is a good view of the summit of the 4,660-foot MAX PATCH MOUNTAIN.

The whole region is rich in mementoes of Indian days. For instance, at NEWPORT, the porch of the Rhea-Mims Hotel is decorated with Indian Millstones. In Newport itself the HIGH OAK TULIP GARDENS are gorgeous during the flowering season late in April and early in May, and ten miles beyond Newport the BEAVER DAM GARDENS have a more diversified display with blooms of one kind and another from early spring until fall.

From Asheville to Knoxville by Way of New Found Gap

Your route from Asheville to New Found Gap is that described at the beginning of Chapter 13, and from Newfound Gap itself (see page 107) your road is Tennessee 71 all the way to Knoxville.

At New Found Gap you will be 5,045 feet up in the air, an altitude attested by the view you will get *down* onto the 4,704-foot-high CHIMNEY TOPS from a point about a quarter of a mile beyond New Found Gap. A steep trail leads to the summit of the Chimney Tops from the site of the old Indian Gap Hotel, 8 miles down the road. It is quite a climb, and although the VIEWS from the summit are splendid, you will have had views so much finer from New Found Gap that it hardly seems worth while to make the effort.

GATLINBURG (see page 108) is where you will turn south to continue the circular drive from Asheville to Asheville described in Chapter 13. It is quite a resort, and is the headquarters of the Great Smoky Mountains National Park. The town has been a center for training in the

old handicrafts, as the displays in the shops bear witness, and is a grand place to buy them. Unfortunately, the attempt to revive these ancient crafts seems doomed to near-failure unless the public can be trained to be willing to pay enough for a counterpane woven during long hours of work to make it worth the worker's time. And when an honest workman can earn only about a dollar a week* producing textiles of real beauty, and that much a day turning out trashy wooden ashtrays, it is fairly obvious which he is going to make—that is, if he has the normal human desire to keep on eating. An excellent place to buy the local handicrafts is said to be the store known as the GREAT SMOKY MOUNTAINS MUSEUM. It is worth seeing, whether you buy or not. Two other museums of local objects, old and new, charge small fees. Their names, MOUNTAINEER MUSEUM and BARNES CHEROKEE INDIAN MUSEUM, are good indications of their character. The PI BETA PHI SETTLEMENT SCHOOL is doing a splendid work keeping the old crafts alive.

The 4-mile drive from Gatlinburg to PIGEON FORGE is of exceptional beauty, and from Pigeon Forge itself there is a good view of the Great Smokies—weather permitting.

Between SEVIERVILLE and SHOOK'S GAP you will get good views of MOUNT LE COMTE (6,595 feet), MOUNT GUYOT (6,621 feet), and MOUNT CHAPMAN (6,430 feet). And from Shook's Gap it is only about 9 miles into Knoxville.

Knoxville

Knoxville is not only pleasant in itself, but is a grand place from which to begin a tour of the Tennessee Valley, for although geographers may protest that in actuality the Tennessee River begins far up in the mountains of North Carolina or Virginia, in name at least it begins about 4 miles to the east of Knoxville where the French Broad and the HOLSTON rivers link to form the greater and more famous stream.

It was inevitable that a town should spring up near the confluence of these rivers, for here is where the early travelers, following the rivers into the wilderness, would naturally meet. The earliest recorded trips into the region seem to have been made (at least, those

* The income of the better handicraft worker has been estimated officially at about $52 a year!

by English-speaking folk) about 1761. And the first settler, Captain James White, built his cabin here in 1786.

The city soon became an important trading center, and such it has remained. Terribly damaged by the War Between the States, it lost most of its older buildings and today the accent is on modernity. Probably the oldest remaining is the BLOUNT HOUSE, at State Street and West Hill Avenue, which was built in 1792 and is almost certainly the first frame house to have been constructed west of the Alleghenies. It is open daily except Sundays from 9 to 12 and from 1 to 4. It offers an interesting comparison with CHISHOLM'S TAVERN, built in the same year but, more conventionally for that region, of logs. To reach the tavern you have only to go a block toward the Tennessee River down State Street, and turn right there onto Front Avenue. The tavern is at No. 217, and is open by permission—usually granted.

When at the tavern you will be near the GAY STREET BRIDGE across the Tennessee, and a right turn from the tavern into GAY STREET will bring you onto Knoxville's principal business street. There are few things worth stopping for during your passage up the street. THE KNOX COUNTY COURTHOUSE, a solid structure erected in 1885 in Victorian style, and looking it, is interesting en passant, but in my opinion hardly worth stopping for. The LYRIC THEATRE, built in 1871, and the Cumberland Hotel, built in 1854, are both considered sights locally, but they leave me very cold.

But the street is a nice one, and if you will carry on to Union Avenue and turn left there, you will arrive at something over which I really can wax enthusiastic with no trouble at all. For here on Market Street, the thoroughfare which runs parallel to Gay Street one block to the west of it, is MARKET SQUARE and the MARKET HOUSE. There are free stalls for farm men and women who bring their produce to the city and sell it direct, either from the tables within the building or from trucks parked outside. No jobber is allowed to do business here, and it is direct exchange of merchandise reduced to its simplest.

Before you proceed to the greatest sight of Nashville, there is a splendid new ecclesiastical building which you should see. It is the CHURCH STREET METHODIST EPISCOPAL CHURCH, and is not on Church Street at all, but at the corner of WEST MAIN AVENUE and BROADWAY. It is a monument of which any city might well be proud.

Broadway leads to the HENLEY BRIDGE over the Tennessee, and from

its height of 300 feet above low water it offers a splendid VIEW of the Knoxville skyline and of the campus of the UNIVERSITY OF TENNESSEE. As this is the outstanding sight of Knoxville, we might go there next.

The University buildings are located on a 40-acre campus on West Cumberland Avenue. You will wish to visit the UNIVERSITY LIBRARY, with the AUDIGIER ART COLLECTION, and also see the MURALS by Hugh Tyler which embellish the staircase, the reference room, and the delivery room. The BIOLOGY BUILDING has a notable botanical collection of specimens from the Great Smokies; and the STADIUM, seating 35,000, has rooms for male students built under one side. Near by on 16th Street is TYSON MEMORIAL HOUSE, a center for students.

The University is famous for the agricultural experiments it carries on; and although there are many branches in other cities of the state, the home grounds can be considered the UNIVERSITY OF TENNESSEE EXPERIMENTAL FARM, a 1,200-acre tract on either side of the TENNESSEE RIVER. It is reached by Kingston Pike, and is open on weekdays from 9 to 5.

LONGUEVAL, built in 1823, is at 2602 Kingston Pike, and is easily seen if you visit the Experimental Farm. The GARDENS are particularly rich in old-fashioned flowers and shrubs.

There are a few other old houses remaining that I might catalogue, but I feel that if you visit the three that I have already mentioned you will have had the best. And if you will find time for a glimpse of KNOXVILLE COLLEGE for Negroes, with its beautiful 20-acre campus; or, if you are interested in industry, for a visit to the BROOKSIDE MILLS, one of the largest textile establishments in the South (open 9 to 4 on weekdays—guides are furnished), I think you have done your duty by the sights of the city.

Knoxville is a great tobacco market, the auction season beginning about the middle of December and ending generally in March.

I have heard good reports of Kleeman's for excellent food at reasonable prices, although I have never happened to eat there myself.

Knoxville to Nashville by U. S. 70

The Northerner, accustomed to crowded roads and innumerable traffic lights, will probably regard the drive of about 200 miles from Knoxville to Nashville as an all-day job, and will consequently be surprised to see how easily it is done in the course of a long morning

or afternoon. It is a pretty road through country ranging from hilly to rolling, although the few things along the way which I shall list —with one exception, Andrew Jackson's old home—are not too important. But as this is only 10 miles or so from Nashville and can be easily seen during your sightseeing there, unless you find something of especial interest on the few following pages, or unless you find something of especial interest to you on the landscape itself, I think you can prepare safely to drive right through.

Certainly I find nothing to stop for between Knoxville and KINGSTON. At Kingston, the sights are rather special. There are interesting old documents in the COURTHOUSE, and the HARVEY HOUSE (much modernized) has been a hotel since 1830.

At ROCKWOOD there is an old well in the front yard of the Clack House which is locally held to be haunted; and 4 miles beyond Rockwood a 2-mile detour to the right will take you to the 2,000-foot-high summit of MOUNT ROOSEVELT, a detour worth making if you enjoy a widespread view as much as I do.

Eight miles beyond Rockwood you will cross MAMMY'S CREEK, and here is a stand where there is really something to buy. The Fur Craft Shop offers the pelts of local animals either as simple skins or made up ready to wear as neckpieces. J. W. Hickey, the owner, has established several other stands along the highway. WALDENSIA LAKE, 5 miles to the north of the main highway, is a well-patronized summer resort.

At OZONE, where your road will have reached a height of 2,000 feet, the OZONE FALLS are visible from the highway, and the gap through the hills between Ozone and CRAB ORCHARD is famous for its blooms of mountain laurel in the spring.

Here I would detour for the 5 miles necessary to reach CUMBERLAND HOMESTEADS, the development where 251 underprivileged families have been given an opportunity to become self-supporting and a benefit to the community. Although the families farm their own lands individually, many of the activities of the settlers as a group are co-operative. At the ADMINISTRATION BUILDING guides will be provided and information is furnished. From Cumberland Homesteads, Tennessee 28 will take you back to the main highway at CROSSVILLE, where at the main intersection the name of the town is fulfilled by a signboard pointing to 15 places, more or less!

If you have not had time for the detour necessary for a real visit to the Cumberland Homesteads, you may still see a bit of them from U. S. 70, which after crossing DADDY'S CREEK passes through the northern section of the development.

You will pass a mile-long gladiola field between Crossville and POMONA, and just before you reach MONTEREY you will cross an arm of MONTEREY LAKE, part of the great natural charm of MONTEREY NATURAL PARK.

COOKEVILLE is the home of the TENNESSEE POLYTECHNIC INSTITUTE, comprising good buildings and a well-landscaped 20-acre campus; and LEBANON, named after the cedar trees that dot the surrounding forests, is the seat of CUMBERLAND UNIVERSITY, which has on its rolls the distinguished alumnus Cordell Hull, and of the CASTLE HEIGHTS MILITARY ACADEMY. Sam Houston began his legal career in Lebanon, but only the site of his law office remains.

The great sight of the drive is THE HERMITAGE, the home of Andrew Jackson. This magnificent old mansion would be worthy of a visit if it had no historical significance at all.

Jackson began the house in 1819, and added to it in 1831. In 1834 it was damaged by fire, but was rebuilt at once, and has hardly been altered since. The whole house is characterized by dignified simplicity, and is in itself a mute denial of the picture of Jackson as an uncouth "wild-man" so earnestly spread by his political opponents. It is not only a denial of these stories, but a most convincing one, for no uncultured man could have appreciated a house of this simple beauty. The Hermitage is now owned and administered by the Ladies Hermitage Association. They have done magnificent work in maintaining the estate, in furnishing it with either objects belonging to Jackson or of his period, and in keeping the grounds and gardens in splendid condition. The house is open daily from 8:30 to 6 except on Sunday, when it is open only from 2:30 to 6. The admission fee is 25 cents. It's a bargain!

Nashville

Unless you wish to stop on your way into town to see MT. OLIVET CEMETERY, the resting place of many of Nashville's distinguished dead, I would go as rapidly as possible to VICTORY PARK, lying between Union and Cedar streets, 6th Avenue North, and Capitol Boulevard, for

around the two landscaped squares which form the park are grouped three of the principal sights of the city.

One of the buildings, the TENNESSEE STATE CAPITOL, while not the largest along the square, will probably be the first to attract your eye on account of its commanding position on CAPITOL HILL, the highest point of land in the city. The building, with its simple Ionic porticos, was completed in 1855, although the surrounding terraces were not finished until 4 years later. Unfortunately the architect, William Strickland, did not see his work completed in all its austere beauty, for he died in 1854, and is buried in a recess in the wall by the north portico.

Although the interior, with its marble staircase and the really noble rooms for the use of the Hall of Representatives, the Senate Chamber, and the State Library, has been much admired, I cannot feel quite so enthusiastic for it as I do for the exterior and the grounds surrounding the building. Not only are they well landscaped, but they are embellished with many pieces of good statuary. One of the best in execution and certainly one of the most touching as a memorial is Zolnay's MONUMENT TO SAM DAVIS. This 19-year-old boy, captured when carrying in his boot plans of the disposition and numbers of the Union forces, steadfastly refused to reveal the sources of his information, and went bravely to his death with his secret still guarded. When General Dodge told the boy that he would be forced to have him court-martialed if he persisted in his silence, the youth merely replied that the General was doing his duty as a soldier and "I am doing mine." The General was so impressed that he later became an important contributor to the funds which raised the monument.

Another monument to a martyr is the STATUE OF EDWARD WARD CARMACK, an editor murdered while exposing corruption in the state government. Then in front of the East Portico stands Mills' STATUE OF ANDREW JACKSON.

The TOMB OF PRESIDENT POLK was moved to the grounds of the capitol when his home was razed in 1893. (The site, which is now occupied by an apartment house, is not worth visiting.) Mrs. Polk shares the tomb with him.

As you stand on the steps leading to the capitol and look over Victory Square, you will have on your right the immense WORLD WAR MEMORIAL BUILDING, stretching almost the entire length of the square.

The building, of neo-classic design, was completed in 1925, and in addition to a MUNICIPAL AUDITORIUM seating 2,200, has in the basement the STATE HISTORICAL MUSEUM and the WORLD WAR MUSEUM. The STATUE OF A YOUNG MAN standing in the central court is the work of Belle Kinney and Leopold Scholz, and is fine enough to demand a visit. The building is open weekdays from 8:30 to 4:30.

The third of the three sights on the square itself is indoors: the Hermitage Hotel, facing the Capitol at the other end of the square, exhibits in its lobby the MURALS BY GILBERT GAUL representative of scenes from the brief history of the Confederacy.

If instead of crossing the square when you leave the capitol you will turn to the right, you will come almost at once to the marble neo-classic SUPREME COURT BUILDING. It is hardly necessary to enter it, but the exterior is too good to miss. Then, if you turn to the left on leaving the capitol, you will come quickly to the simple but exquisite Greek Revival ST. MARY'S ROMAN CATHOLIC CHURCH, built in 1844, whose interior you should most certainly see. The building is open daily from 6 to 6.

The church is on Cedar Street, and a walk of only two blocks down that street to the east will bring you to the PUBLIC SQUARE, with the new 8-story DAVIDSON COUNTY PUBLIC BUILDING AND COURTHOUSE in the center. This fine modern structure was completed in 1937. In the main lobby are four excellent MURALS BY DEAN CORNWELL. And the CITY MARKET, with buyers and sellers spilling over into the surrounding streets, is just behind the courthouse and is one of the fascinating sights of the town, particularly in the early morning.

Here you are almost on the bank of the CUMBERLAND RIVER (a tributary of the Tennessee), which runs through the city, and a walk south for two blocks along First Avenue will bring you to FORT NASHBOROUGH, open from 9 to 4, and a modern replica of the fort originally built on this spot in 1780. The CITY WHARF, further south on the same street, is interesting on Sunday afternoons during the "preaching," when the street beside it becomes a forum of those for and against every known sect and some practically unknown ones.

If you will walk west from Fort Nashborough along Church Street, you will pass on the corner of Fourth Avenue the MAXWELL HOUSE, begun in 1859 and, largely on account of war interruptions, ten years

in the building (yes, this is the Maxwell House which gave the coffee its name); the peculiar, modified-Egyptian-style FIRST PRESBYTERIAN CHURCH, dating, I believe, from 1838; the Italian Renaissance MCKENDREE METHODIST CHURCH, completed in 1912; and the WATKINS INSTITUTE, a free school with day and evening classes which is of real importance (the NASHVILLE ART MUSEUM, open from 10 to 5 on weekdays and from 2 to 5 on Sundays, is on the second floor).

If you will turn left from Church Street onto Seventh Avenue, a walk of two blocks will bring you past the VINE STREET TEMPLE and the FIRST CHRISTIAN SCIENCE CHURCH to the UNITED STATES CUSTOMHOUSE. The 190-foot tower of the Customhouse is one of the landmarks of the city.

I think you can now be said to have seen most of the better things in the heart of town, so I will turn now to three very important things that you will probably pass on your way out of the city if you are Memphis-bound, but which I consider so interesting that I urge a real visit to them instead of a mere glance while passing by.

All three are on West End Avenue, and the first of them that you will reach on your way out of town, or on your way from town to these particular sights, is the ROMAN CATHOLIC CATHEDRAL OF THE INCARNATION. This group of three buildings—the cathedral proper, the rectory, and the cathedral school, all connected by cloisters—is in the style of Roman ecclesiastical architecture. The cathedral is open daily from 6 to midnight.

The second of these great sights is VANDERBILT UNIVERSITY. The 76-acre campus is of great beauty, and with its 50 varieties of trees is an "arboretum" in itself. It is impossible here to enumerate all the buildings, some of Victorian and some of Collegiate Gothic architecture, so I will mention only a few of the more important ones, and let you discover the others for yourself on your way through the grounds.

The Administration building, KIRKLAND HALL, is easily distinguished from the rest of the group by Moretti's huge statue of Commodore Vanderbilt that stands in front of the main entrance. In this building is housed the THRUSTON COLLECTION OF ANTIQUITIES AND MINERALS; a collection, except for the minerals, largely of prehistoric articles secured from the Indian graves and mounds near Nashville. In GARLAND HALL is another museum devoted to geology and kindred subjects.

There is, of course, a STADIUM seating 22,000 and a fine group housing the MEDICAL COLLEGE AND HOSPITAL.

CENTENNIAL PARK is a 134-acre beauty spot that could well be the envy of a larger city, and dotted about its expanse are several things not to be missed. At the entrance itself is the KIWANIS MEMORIAL to the World War dead of the county; WATAUGA LAKE inside the park is a haven for waterfowl, and there is a JAPANESE GARDEN and a REPRODUCTION OF THE PARTHENON in as close resemblance to the original as steel and concrete can make it. The GOWAN COLLECTION of 63 paintings showing the development of American art from Colonial days to the present is housed in the basement.

In SHELBY PARK, on the banks of the Cumberland in the east end of town, is the MUNICIPAL IRIS GARDEN; and south of the business district is the recently reconstructed FORT NEGLEY, originally built in 1862 for the protection of Nashville and rebuilt in 1937 after the original plans.

One more educational institution out of many, and you will have at least skimmed the cream of Nashville sightseeing. But certainly it would be wrong to leave the city without at least a glimpse of FISK UNIVERSITY. Of the 20 buildings on the 40-acre campus, the oldest and largest, JUBILEE HALL, was built from the profits of the world-famous FISK JUBILEE SINGERS, which profits also paid for the campus itself. In the UNIVERSITY LIBRARY are MURALS showing the progress of the Negro in America, executed by the Negro artist Aaron Douglas.

Lovers of architecture will be interested in the group of buildings housing the GEORGE PEABODY COLLEGE FOR TEACHERS. The group is new, but the list of designers sounds like a section of "Who's Who in Architecture." Henry C. Hibbs, who designed several of the buildings of Peabody College, received the gold medal of the American Institute of Architects for his superb work as architect of SCARRITT COLLEGE.

A drive through the residential districts is enough to make you want to move to Nashville at once.

Naturally, there are excellent restaurants in the better hotels. Among outside eating places, Kleeman's has been recommended.

There is SWIMMING in Shelby Park, Centennial Park, and others, and there are several golf courses in the vicinity, both 9 and 18 holes,

A MODERN HIGHWAY BRIDGE

CHATTANOOGA FROM LOOKOUT MOUNTAIN

MOCCASIN BEND IN THE TENNESSEE RIVER

THE CHIMNEY TOPS AND THE LITTLE PIGEON RIVER

fees on the latter averaging $1.50, except at the Belle Meade Country Club, where they are $2.

What to Buy in Nashville

Although the stores offer about what you would expect to find in most large American cities, I have found occasional interesting articles from frontier days in the antique shops, and have enjoyed browsing in the market.

Nashville to Jackson

Except to pause at Nine Mile Hill, which is at the distance from Nashville that its name would indicate, for a view of Nashville and vicinity, and perhaps to look at the REEDER COLLECTION OF INDIAN RELICS in the general store at WHITE BLUFF, I really see nothing to stop for between Nashville and the Tennessee River. Here, however, you will have to stop at the Toll Bridge at TROTTER'S LANDING to pay 50 cents for the car and driver and 5 cents for each additional passenger. The waters of the Tennessee River here will soon be impounded by the Kentucky Dam (see page 388), which will back the river up to the Pickwick Dam (see page 330) and form part of the system of man-made lakes that will extend from Kentucky Dam to a point well east of Knoxville!

CAMDEN, west of the Tennessee, is the center of a peanut and sorghum section, and between HUNTINGTON and Jackson is one of the best quail-shooting districts in the South.

Jackson

This little city of 22,000 or more is largely an industrial town, although a pretty one. Its proximity to the quail country makes it the center for the Tennessee Amateur Field Trials for Bird Dogs in the spring. But to the casual tourist it will probably be merely the place where Casey Jones is buried in the CATHOLIC CEMETERY. This engineer was killed in a wreck in 1900. His name was really John Luther Jones, and his nickname Casey is a corruption of the name of his home town—Cayce, Kentucky. The famous song about him was composed by a Negro wiper who had known him, and it swept the country in dozens of versions.

Between Jackson and Memphis there is again little to give you pause. The JOHN A. MURRELL HOME, reached by a detour of 14 miles from Jackson, is of interest only because it was associated with a super-criminal who died almost 100 years ago, and I think that you will be more interested in reading his story (Mark Twain outlines it in *Life on the Mississippi*) than you will be in looking at his house.

Tennessee— 45

FROM CHATTANOOGA TO KNOXVILLE AND THE KENTUCKY LINE

Chattanooga

CHATTANOOGA IS LOCATED IN NATURAL SCENERY OF EXQUISITE BEAUTY, and it is one of the most interesting points in the South historically. Although in the city itself the noteworthy sights are few, within the radius of a few miles the quantity of them is amazing.

If you enter Chattanooga by rail, you will find one of the principal ones in the UNION STATION itself. Here, under the old trainshed, part of which belonged to the original building erected by slave labor in 1858, is carefully preserved THE GENERAL, a locomotive stolen for a mad dash up the track from Big Shanty, Ga., by Captain Andrews and his raiders. Although they succeeded in eluding their pursuers on the *Texas* (see page 182), one of the engines used in the chase, the entire band of raiders was finally captured after they had taken to the woods.

There are not many very old houses in Chattanooga, and the two really distinguished ones which I could find—one at 603 Pine Street, built in 1840, and the other at 110 East First Street, built in 1839—are both in private hands. The house on First Street served as Grant's headquarters in 1863.

There is a fine view of downtown Chattanooga from the Observation Tower in BOYNTON PARK, and it is a good idea to go there to see the general relation to the city of the battlefields you will eventually visit.

The other chief sights of the city are mostly modern buildings. One of the principal ones is near the Union station. The UNITED STATES POST OFFICE AND COURTHOUSE, facing Georgia Avenue between East 9th and East 10th Streets, is one of the really distinguished buildings to be recently erected in the United States, and in 1937 the architect,

R. H. Hunt, was honored by having the American Institute of Architects select his building as one of the 100 outstanding buildings to be erected in the United States since 1917.

If when leaving the Post Office you will go down Georgia Avenue two blocks and then turn right onto McCallie Avenue, a block more will bring you to the SOLDIERS AND SAILORS MEMORIAL AUDITORIUM. With a main hall seating 5,500, smaller halls, exhibition space, and so on, it is open only during performances, so far as I know.

Farther down the same street are the FIRST PRESBYTERIAN CHURCH, designed by McKim, Mead & White, with windows after designs by Blashfield, and the UNIVERSITY OF CHATTANOOGA, with an excellent VIEW of the city from its 15-acre campus.

The CONFEDERATE CEMETERY lies between the University and the river, and as it is several squares away, I cannot conscientiously advise the use of precious time for a visit unless you have some particular interest in it, although it is a beautiful spot. The same is true of the NATIONAL CEMETERY, far larger and more elaborate, where the Andrew raiders are buried under a replica of the General. The Confederate Cemetery is well to the north of McCallie Avenue, and the National Cemetery is to the south.

However, before you finish your visit to downtown Chattanooga, you should certainly see the exquisite little JULIUS AND BERTHA OCHS MEMORIAL TEMPLE at McCallie and Fairview Avenues (open from 9 to 12 and 2 to 4 daily), and should visit ORCHARD KNOB, from which General Grant commanded the Union Forces at the storming of Lookout Mountain and Missionary Ridge. Orchard Knob now forms part of the National Military Park.

The battlefields around Chattanooga have been incorporated in the CHICKAMAUGA AND CHATTANOOGA NATIONAL MILITARY PARK, which also includes LOOKOUT MOUNTAIN, the chief point of interest near the city. It is easy to reach either with or without a car. If you are using an automobile, you have only to follow U. S. 41 to the junction with LOOKOUT MOUNTAIN BOULEVARD, a road of such beauty that it is a sight in itself. If you have not such conveyance (a pity—you will need it later) the LOOKOUT MOUNTAIN INCLINED RAILWAY will take you to the top for 40 cents a round trip.

Even before you begin the drive over the Lookout Mountain Boule-

vard, you will get a superb view from LOOKOUT MOUNTAIN BRIDGE, built like an artificial ledge against the face of the cliff.

The LOOKOUT MOUNTAIN CAVES, about three-quarters of a mile up Lookout Mountain Boulevard after you have turned onto that road from U. S. 41, are not only a good example of a beautiful cavern, but contain the startling natural wonder of RUBY FALLS, dropping sheer for 145 feet at the end of a great underground chamber. The admission to the caves is $1.50 and includes guide service.

A mile farther on, you will come to the junction with a road leading to CRAVEN'S RESERVATION, where some of the fiercest fighting took place on November 24, 1863, during the "Battle above the Clouds," as the storming of Lookout Mountain was called.

But the most spectacular spot is LOOKOUT POINT. This is the cliff in POINT PARK which gives such an extraordinary VIEW of Chattanooga, the great MOCCASIN BEND of the Tennessee River, and on a very clear day even to the Great Smoky Mountains, more than 100 miles away. It has never been quite that clear when I have been there, but even so the view was so gorgeous that I never missed them.

There are many monuments and markers in Point Park, and the cannon seen here and there are in the positions used during the battle.

Although many people return to Chattanooga direct from Point Park, I consider it better to continue through FAIRYLAND, a residential district crowning the mountain, to ROCK CITY, a natural wonder of rocks and caves which is well worth the dollar it costs to get in, and then to return to Chattanooga by way of the Ochs Highway, stopping at THE LOOKOUT on the way.

The battlefield of Chickamauga is over the state line in Georgia; but as the state line is only 4.5 miles from the heart of Chattanooga, it won't take long to get there. On the way you will pass FORT OGLETHORPE (see page 170). At the ADMINISTRATION BUILDING of the Chickamauga and Chattanooga National Military Park, you can secure free guide service. From the tower on SNODGRASS HILL you get probably the best view of the battlefield as a whole. There are literally hundreds of markers and monuments.

To reach Chickamauga Battlefield, you will have left Chattanooga by U. S. 27. If you will follow that road nearly back to the Tennessee line, and turn right onto CREST ROAD, also ranking as a sight, it

will take you the entire length of MISSIONARY RIDGE. This narrow hill, like Lookout Mountain, was the scene of vicious fighting; and like Lookout Mountain and Chickamauga Battlefield, it is much be-markered and be-monumented, although it has developed into one of the finest residential districts in or near Chattanooga.

The return to Chattanooga may be made by Shallowford Road and McCallie Avenue, passing the private military MC CALLIE SCHOOL on the way.

What to Do in Chattanooga

I have heard of no outstanding restaurants in town, although there is an S. & W. cafeteria of their usual excellence.

At the municipal 18-hole GOLF course, the fee is 40 cents. You can also play by arrangement through a member at the Meadowlake Country Club. There is good SWIMMING at the MUNICIPAL POOL and in McCallie Lake at McCallie School.

Naturally, there are many opportunities for tennis, and in season there are baseball, football, and polo.

To Knoxville

There are two routes from Chattanooga to Nashville: one by the river, which is very direct, and the other further to the east through the hills, which I like better because the scenery is nearer. But both have their good points, and as it is the shorter I shall describe the one along the river first.

You leave Chattanooga by U. S. 27. DAISY, which is some 17 miles away, is a coal-shipping and brick-making place. A detour of 5 miles from Daisy will take you to MONTLAKE. This lake, situated atop WALDEN'S RIDGE, is surrounded by rock walls averaging 150 feet high, and is usually about 20 feet lower in the fall than it is in the spring.

DAYTON is famous (or notorious—it's all in the point of view) as the scene of the so-called "Monkey Trial" in 1925, when a science teacher was tried and convicted for teaching evolution and thus violating a state law which forbade the teaching of any "theory that denies the story of the divine creation of man as taught in the Bible." The trial was held in the RHEA COUNTY COURTHOUSE. William Jennings Bryan offered his services as prosecutor, and Arthur Garfield Hays, Clarence Darrow, and Dudley Field Malone conducted the defense.

If the day is clear, you will be well repaid for a 7-mile detour to the left over Tennessee 30 to BUZZARD POINT near MORGAN SPRINGS at the summit of Walden's Ridge for the VIEW of the Tennessee River Valley and the mountains beyond.

About 30 miles north of Dayton, you will reach the junction with U. S. 70 near Rockwood (see page 339), and your route into Nashville will then be the same as the one described in Chapter 44.

The Route Near the Mountains

U. S. 64 leads out of Chattanooga along McCallie Avenue, passing through a tunnel under Missionary Ridge. Eleven miles from the center of town, a road leads left for 7 miles to CHICKAMAUGA DAM and HARRISON BAY STATE PARK (also to be reached by Tennessee 58 direct from Chattanooga). This huge dam will eventually be supplying electric power, but the original reason for its construction was to supply a 9-foot depth of water as far as WATT'S BAR DAM, best reached from U. S. 27 near Dayton. Watt's Bar Dam is expected to begin its work of impounding the waters of the Tennessee some time in 1942.

From CLEVELAND, an industrial town, U. S. 11 will lead you to Knoxville by the most direct route but not the most interesting. If you follow it, you will pass through ATHENS, where the TENNESSEE WESLEYAN COLLEGE is located, and LOUDON, seat of the TENNESSEE MILITARY INSTITUTE, an honor school of the War Department. There is a 25-cent toll on the LOUDON BRIDGE, which takes the highway across the Tennessee River.

If you continue by my favorite route, turn left at OCOEE, 9 miles east of Cleveland, onto Tennessee 39. Your first point of interest will be BENTON, where a blockhouse, so old that the date of its construction is not known, has been moved to the center of the town. (If instead of turning north to Benton you turn south on the same road, you will come eventually to BEDSPREAD BOULEVARD, so called because so many home-made bedspreads are draped over fences and lines along the highway to attract the passing tourist. But the detour is hardly worth the trouble, as there will be plenty on view by the route we are taking.)

ETOWAH and ENGLEWOOD are both local trading centers, and MADI-

SONVILLE is a good point from which to enter the Cherokee National Forest.

Eleven miles north of Madisonville a road leads to FORT LOUDON, built in 1756 and recently restored. Or if you wish to see another of the great works of the Tennessee Valley Development which is now under construction, turn left to SWEETWATER, then follow U. S. 11 through Loudon to LENOIR CITY, and there you will be near the FORT LOUDON DAM, which on its completion in 1944 will make a 9-foot channel all the way to Knoxville.

MARYVILLE is a trading center, even though it is only 16 miles from Knoxville. There is a fine VIEW of the nearby CHILHOWEE MOUNTAINS and the more distant Great Smoky Mountains from the campus of MARYVILLE COLLEGE. This is also a junction point with the circular drive through the Great Smokies from Asheville back to Asheville described in Chapter 13. (See page 108.)

ALCOA is the site of one of the principal plants of the Aluminum Company of America, which founded the town. Between Alcoa and Knoxville you will pass the MC GHEE TYSON AIRPORT. (For a description of Knoxville, see page 336.)

North of Knoxville

Unless you are going to Kentucky by way of Cumberland Gap (see page 364), I think your best bet is to take Tennessee 33 to the Norris Freeway, follow that road across Norris Dam to U. S. 25, and then follow U. S. 25 to the Kentucky line and Corbin (see page 363). This route will take you across the Cumberland Mountains and through some of the finest scenery in eastern America.

If you have time, before visiting the dam you should at least pay a call to BIG RIDGE PARK, a 3,500-acre tract on the shores of Norris Lake, of which about 100 acres have been developed as a recreational area. If you haven't time, turn left from Tennessee 33 onto the NORRIS FREEWAY at a point about 7 miles from Knoxville. This splendid road, scientifically constructed and landscaped for the 20 miles of its length, will take you first to RESERVOIR HILL, where you will have a magnificent view of the dam, the town, and the lake. The town of NORRIS is owned and controlled by the T. V. A. and was originally built to take care of the workers during the construction of Norris Dam.

NORRIS DAM was the first of the big jobs to be completed by the

Tennessee Valley Authority. The dam is 1,860 feet long and 265 feet high, and has impounded the waters of the CLINCH RIVER to form NORRIS LAKE. This grand body of water extends no less than 72 miles up the Clinch river and 65 miles up its tributary, the POWELL RIVER. Naturally, the level of the lake varies according to the use of water, but normally it is 1,020 feet above the sea.

By all means you should take a boat-ride on the lake. The boats leave from a wharf near the dam at frequent intervals; the fee is 50 cents. You should also see the POWERHOUSE (where there is guide service), the T. V. A. FOREST NURSERIES, and the T. V. A. FISH HATCHERIES. You will inevitably get a fine VIEW of Norris Lake above the dam and of the Clinch River Valley below the dam when the Freeway takes you across the dam itself.

It is only 5 miles from the dam to the Junction with U. S. 25W, and if you wish another view of the lake turn right 13.5 miles north of the junction onto Demory Road, which will lead you to SHANGHAI HOLLOW and to the SHANGHAI BRANCH RECREATIONAL AREA. From this spot you can also make boating trips to the dam and to Big Ridge Park.

From La Follette the landscape becomes steadily wilder. This is a mining region of rich coal fields. The natural beauty has not been too much spoiled, although the shaft heads and tipples do appear at very frequent intervals. Finally, after traveling through a narrow gorge, you will cross the Kentucky line just beyond JELLICO.

Tennessee— 46

FROM CHATTANOOGA TO NASHVILLE

YOUR ROAD FOR THE ENTIRE RUN FROM CHATTANOOGA TO NASHVILLE IS U. S. 41. You leave town as if you were going to Lookout Mountain (see page 348), and only 5 miles from Chattanooga a 3-mile detour to the right will bring you to JOHN BROWN'S TAVERN. This was *not* the John Brown whose body lies a-mouldering, and so on, but a very different kind of person. John Brown was an Indian who set up tavern-keeping and who is supposed to have murdered the more affluent of the traders who stopped with him, and concealed the crime by breaking up their wagons and dropping the pieces into the river. It may be only a legend—but dredging operations have recently brought up some rotting wheel hubs! The tavern was built in 1803.

Another interesting spot less than half a mile from the highway is TENNESSEE CAVE. The admission fee is $1.50 for adults and 75 cents for children. The caverns are beautiful, but lack the waterfall which is the great feature of Lookout Mountain Caves (see page 349).

Then for 12 miles exquisite scenery is visible between the billboards until you reach the road leading to HALE'S BAR DAM AND POWERHOUSE. Constructed by private interests in 1913, this was the first major development of the Tennessee Valley. The dam and powerhouse have been recently acquired by the T. V. A. There is a good view of the dam from the highway when it crosses MARION MEMORIAL TOLL BRIDGE over the Tennessee. The fare is 50 cents for the car and driver and 5 cents for each additional passenger.

The SAM HOUSTON ACADEMY at JASPER was built in 1824, and Houston taught there in his youth. The Tennessee Art Pottery in the same town is well known; their product is really good.

Beyond DOVE you will begin the ascent of the CUMBERLAND MOUNTAINS, and in 6 miles will ascend 1,200 feet. The scenery is magni-

ficent, but drive carefully. There is not the least danger if you do, but plenty if you don't.

MONTEAGLE, a mountain resort since ante-bellum days, is the center for several interesting things, but unfortunately not very near town. About 5 miles away is ST. ANDREW'S SCHOOL for boys from the mountains of Tennessee and surrounding states. It is a spot of great beauty, as is SEWANEE UNIVERSITY, 7 miles from Monteagle. Officially named the "University of the South," the institute occupies a tract of 10,000 acres, of which 1,000 are the campus. The rest is mostly forest. The buildings are unusually fine. The SEWANEE MILITARY ACADEMY is a preparatory school for the University, and ST. MARY'S SCHOOL does for mountain girls what St. Andrew's does for boys. All the establishments are maintained by the Protestant Episcopal Church. You can visit another cave 4 miles beyond Monteagle: WONDER CAVE, with an admission fee of $1.

Then 20 miles of sheer beauty through the mountains will bring you to MANCHESTER, where a detour of 6 miles to the OLD STONE FORT is very much in order. The walls of stone and earth, which enclose an area of 32 acres, are about 20 feet thick, and nobody knows who built them. Almost certainly they were there before the first white man came, and almost certainly they are a relic of the most advanced pre-Columbian civilization discovered north of Mexico.

After you cross DUCK RIVER, with its cascades less than half a mile downstream from the bridge, the road will climb to the Summit of HIGHLAND RIDGE—a land of frequent forest fires which the local citizenry persistently believe to be set by cattlemen from adjoining counties—whence there are extended VIEWS of the Cumberland Mountains.

MURFREESBORO was the Capital of Tennessee from 1819 until the seat of government moved to Nashville in 1825, and for years it agitated for the return of the legislators on the grounds that it was nearer the center of the state. The claim seems well founded, for the 3-acre FLAT ROCK, a huge slab of stone only 2 miles away, does in fact mark the geographical center of Tennessee.

Today Murfreesboro is better known as the seat of the Baptist TENNESSEE COLLEGE, the only senior college in the state. Its excellent buildings of harmonious design are on a 20-acre campus on Main Street.

Only 2 miles from town is STONE'S RIVER NATIONAL MILITARY PARK, established in 1927 to preserve the battlefield of Stone's River. An earthen redoubt is well preserved.

The only other thing to stop for on the way to Nashville is the DAVIS HOME and the GRAVE OF SAM DAVIS (see page 341). The home and grave, near SMYRNA, are both maintained by the state.

A Few Statistics of Tennessee

Area: 42,022 square miles. *Population (1940):* 2,919,992. *Capital:* Nashville, population, 167,415. *Boundaries:* Kentucky and Virginia on the north, North Carolina on the east, Georgia, Alabama, and Mississippi on the south, the Mississippi River on the west. *Government:* General Assembly, consisting of a Senate of 33 members and a House of Representatives of 74 members meeting biennially in odd years. *Climate:* At Nashville the temperature varies from a mean of 39 degrees F. in January to 79 degrees in July. *Nickname:* The Volunteer State. *Rainfall:* About 47.2 inches annually. *Rank among the states in area:* 34th. *Rank among the states in population:* 15th. *Largest city:* Memphis, population, 291,312. *Density of population per square mile:* 69.5. *Cities over 10,000 in population:* 11.

A Little History

1541 De Soto marches through southern Tennessee, and crosses the Mississippi at or near the spot where Memphis now stands.

1673 After a period of 132 years without the recorded visit of a white man, a scout named Needham, accompanied by an indentured servant named Arthur, twice crossed the mountains to investigate the possibility of trade with Cherokees. Needham is killed on the second trip. In the same year, Joliet and Marquette descend the Mississippi.

1682 La Salle stops near the mouth of the Hatchie River and builds a fort. It is a temporary structure, and it soon falls to ruin.

1714 A French trader named Charleville has a post at the present site of Nashville.

1748 Dr. Thomas Walker of Virginia begins serious explorations in northeastern Tennessee.

1750 He discovers, and eventually names, Cumberland Gap.

1757 Fort Loudon is completed and becomes the first garrisoned colonial stronghold in Tennessee.

1760 Daniel Boone explores eastern Tennessee.

1769 William Bean builds a cabin on Boone's Creek, near the Watauga River. As far as is known, he was the first permanent white settler in Tennessee.

1772 Enough settlers have followed Bean to form the Watauga Association—the first independent government to be established in the United States by native Americans.

1775 The Washington District of North Carolina supersedes the Watauga Association.

1784 North Carolina cedes its lands west of the Appalachians to the U. S., but changes its mind the same year and repeals the act in an abortive attempt to get them back. Tennessee is organized as the State of Franklin.

1788 The Government of the State of Franklin ceases to function.

1789 North Carolina cedes its western lands to the United States all over again. This time it sticks.

1794 After years of warfare, the power of the Indians is at last broken in eastern Tennessee.

1796 The first state constitution is adopted, and Tennessee is admitted to the Union as the sixteenth state.

1819 The first steamboat arrives at Nashville.

1828 The first steamboat reaches Knoxville.

1834 A new state constitution is adopted.

1842 The first railroad train operates near Memphis on a short exhibition run.

1843 Nashville is officially declared to be the state Capital.

1845 Work is begun on the state Capitol. Andrew Jackson dies at the Hermitage, aged 78.

1851 The Nashville & Chattanooga, now the Nashville, Chattanooga & St. Louis, begins operation. It is the first railroad to be successfully operated in the state.

1861 Tennessee secedes from the Union.

1862 Battles of Fort Henry, Fort Donelson, and Shiloh.

1863 Battles of Stone's River, Chickamauga, Lookout Mountain, and Mississippi Ridge.

1864 Battles of Franklin and Nashville.

1865 After the assassination of Lincoln, Andrew Johnson of Tennessee becomes President of the United States.

1866 Tennessee is readmitted to the Union.

1870 The third, and present, constitution is adopted.

1878 Memphis is scourged by the worst outbreak of yellow fever in American history.

1892 Bridge over the Mississippi at Memphis is opened.

1925 The Dayton "Monkey Trial."

1933 The Tennessee Valley Authority is created, and begins work at once.

Kentucky and West Virginia— 47

FROM CINCINNATI TO FRANKFORT, LEXINGTON, CORBIN, AND TENNESSEE

YOUR FIRST TOWN IN KENTUCKY WILL BE COVINGTON, JUST ACROSS THE Ohio River from Cincinnati, and the bridge that takes you there is a sight not only of Covington but of Cincinnati as well. It was the first really great suspension bridge to be built in America, and was the work of that Roebling who was later to build the Brooklyn Bridge. This one is much smaller, but was a startling thing in its day, for it was completed in 1866. The towers are 100 feet high (the Brooklyn Bridge has a clearance of 150 feet), the length of the bridge is 2,252 feet, and the width is 36 feet.

Covington is rather overshadowed as a sightseeing center by its larger twin across the river, but nevertheless it has a few things worth stopping for. There are a few old houses, mostly in private hands, but one or two worth listing even though you may only see the exterior. Certainly, if only for sentimental reasons, you should wish to see the HOUSE OF DAN BEARD, who through his books and his long connection with the Boy Scouts was beloved by many generations of young Americans. The Beard House is at 322 East 3rd Street; and just around the corner, at 318 Garrard Street, is the JOHN W. STEVENSON HOUSE. This fine old building dates from 1820, and is notable not only for its beauty, but for a tunnel which connects it with another private home about four blocks down the street, and for the enormous cellars (it's a pity, but since the house is private, you may not visit them) both under the house and under the yard, which tradition says were often used for hiding slaves during the War Between the States.

Entymologists will certainly be interested in the NATURAL HISTORY MUSEUM, where there are some 200,000 specimens of insects and what is said to be the largest library in existence about them.

My favorite sight in town is ST. MARY'S ROMAN CATHOLIC CATHEDRAL. This fine church, not yet quite completed, is remarkable for the beauty of its stained-glass windows and for the MURALS BY FRANK DUVENECK in the Chapel of the Blessed Sacrament at the end of the right transept. They rank among the better works of this Covington man who had such a great influence on American art. You may wish to see his birthplace at 1226 Greenup Street. It is in private hands, so you may not go in. DUVENECK'S GRAVE is in the MOTHER OF GOD CEMETERY.

Although haze often dims the view, there is a good one of Cincinnati from LOOKOUT POINT in Devou Park when you can see it. As we are entering the horse country, it would be unfair to leave Covington without at least mentioning the LATONIA RACETRACK.

If you happen to be hungry so soon after leaving Cincinnati, I have heard that Sanders Court in NEWPORT (which is not part of Covington but is so close to it that it might almost be) is good and not too expensive.

If you are in a great hurry to get south, U. S. 25 is the most direct route to Lexington. However, if I could find an extra hour or so, I would go by way of Frankfort, following U. S. 42. The river makes a big loop west of Covington, and the road cuts its way across, with pleasant views of rolling country and not much to stop for until you reach the river again unless you are an enthusiastic paleontologist, in which case you will be interested in BIG BONE LICK, a prehistoric animal graveyard where many of the better specimens in various museums have been unearthed.

You will reach the river again a few miles before you come to WARSAW, where there isn't much to see either. Here you turn left onto Kentucky 35 for a drive across the Burley Tobacco country to the Blue Grass country.

Frankfort

The most conspicuous thing in Frankfort is the NEW STATE CAPITOL, a really splendid building standing in spacious grounds on a slope overlooking the KENTUCKY RIVER. It was designed by Frank M. An-

drews, and was completed in 1909. Guides are available for a visit to the building; and whether you take one or not (one supplied me generously with information), you will want to see the HALL OF FAME and the LEGISLATIVE CHAMBERS. The building is open from 9 to 5 on weekdays.

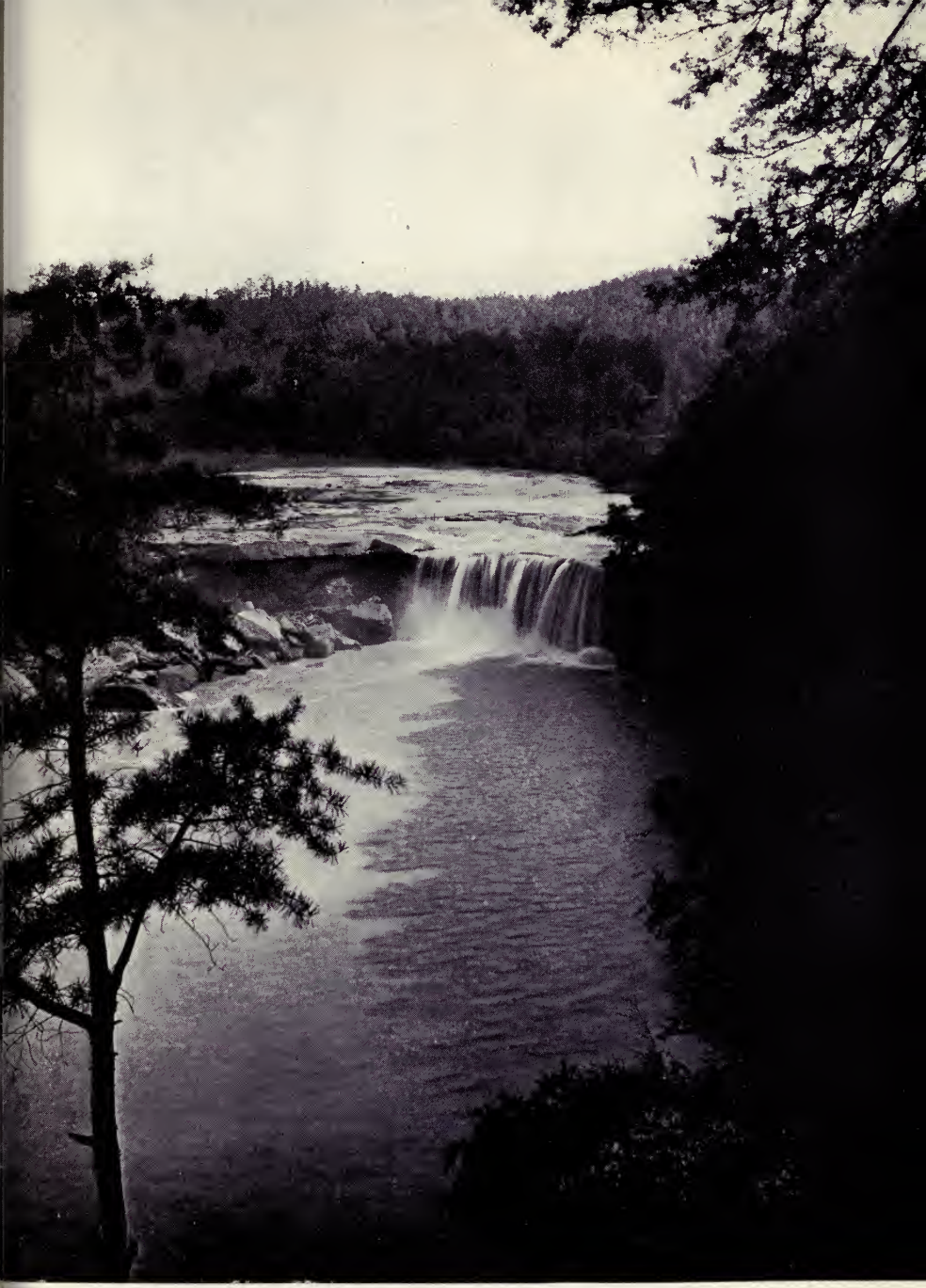
Capitol Avenue leads to CAPITOL BRIDGE, from which you can see to your right another of the more conspicuous buildings in Frankfort, and unfortunately so, for the STATE ARSENAL, in a sort of "Tudor" style, is a really excellent example of the things that our ancestors sometimes did to us during the middle and latter part of the nineteenth century. You are not allowed to go in.

After crossing the bridge, you will have to your left a block or so of some of the oldest business buildings left west of the Appalachians. The little district stretching along East Main Street from the bridge to Ann Street is a truly fascinating place for a ramble.

The OLD CAPITOL at St. Clair and Broadway was finished in 1830, and although the building is almost too severe in its simplicity, the effect is a very pleasing one. It is open from 9 to 12 and from 1 to 4:30 on weekdays, and you should go in if only to see the double staircase of self-supporting stones constructed on the principles of the Roman arch and considered a minor architectural masterpiece. It was on the steps of the old Capitol that a candidate for Governor named Goebels was shot and killed in 1900. The name of his assassin never was published, although naturally there were many whispers to the effect that everyone knew the name except the people who did not want to know it. I have no ideas on the subject, except that they seem to have taken their politics seriously in Kentucky 40 years ago.

LIBERTY HALL, the grand old house at 218 Wilkinson Street, was in the possession of the same family from the time it was first occupied in 1796 until the state took it over in 1937. It is open weekdays for a fee of 25 cents from 9 to 5.

The great point of pilgrimage in Frankfort is the BOONE MEMORIAL. Here in a single grave are buried Daniel and Rebecca Boone. Daniel Boone did not die in Frankfort. After his explorations had put Kentucky on the map, he lived there for a while; but his investments did not turn out too well, and his pioneering spirit made him move again when Kentucky got too crowded. He went to Missouri, which was



CUMBERLAND FALLS, KENTUCKY

HARPERS FERRY, WHERE THE STATES MEET

COCAPON STATE PARK

then Indian country, and died there, and it was not until 1845 that the state of Kentucky moved his remains back to their present burial place in FRANKFORT CEMETERY.

Lexington

It is a drive of only 29 miles through the Blue Grass country from Frankfort to Lexington, your road being U. S. 60. On your way you will pass the KEENELAND RACETRACK, and the OLD KEENE PLACE, built about 1790 and the "Big House" of one of the breeding farms that made this neighborhood famous as a source of great race horses. The Old Keene place is in private hands, and so are most of the other great farms around Lexington. But the owners are kind enough to open many of them, and local inquiry will tell you best what stables are on display. (Many times when the horses are away, the stables are practically closed, and it would be a waste of time to visit them.)

Although the two great interests of Lexington are the raising of horses first and fine tobacco second, these are best seen in the country roundabout the city. In the town itself, there are many fine old houses, but almost all in private hands. One of those that you may not enter, but of which you should see the exterior both for its beauty and for its historical associations, is ASHLAND, the home of Henry Clay. The present house is a reconstruction done in 1857 of the original dwelling erected in 1806.

Also of interest, although much changed (the first story has been converted into stores), is the MARY TODD LINCOLN HOME. This erstwhile residence of Lincoln's wife is "opened by appointment," but I cannot quite convince myself that it is worth the trouble to make the appointment necessary to see it.

The dashing John Hunt Morgan, famous as the leader of "Morgan's Raiders," was a Lexington boy, and the Morgan home, HOPEMONT, is open weekdays from 10 to 5. The admission is 25 cents. The house, built in 1811, is in very much the same condition that it was when Morgan left for the war in 1861. The furnishings are largely the same, about the only change being the installation of a well selected and arranged museum of Confederate relics.

Morgan was killed in Tennessee in 1864, and is buried in LEXINGTON CEMETERY. So is Henry Clay; and the tall CLAY MEMORIAL, erected in

1857, is the most conspicuous monument there. The statue of Clay atop the shaft is not the original one. The first one was struck by lightning, and this is a replica made from the original design.

There are several institutions of higher learning in Lexington, two of which certainly merit a visit. The oldest (which is also the oldest west of the Appalachians) is TRANSYLVANIA COLLEGE, founded in 1875. I think the most interesting building, among others, on the campus is that called MORRISON COLLEGE, erected in 1833. You should also see the UNIVERSITY OF KENTUCKY, which has been on its present campus since 1878. Most of the better buildings are modern, which is not against them, for they are decidedly pleasing. Of them all I like MEMORIAL HALL, practically in the middle of the campus, the best.

Lexington is one of those places where, like the districts around Warrenton (see page 48) and Middleburg (see page 48) in Virginia, the fox is hunted in due and ancient form with all the traditional trappings, including red coats, which it is social damnation to call red, since they are known as "pinks." U. S. 25 will lead you through much of this country on the way south.

When you get to RICHMOND, the changing character of the landscape will warn you that you are nearing the mountains, and from Richmond to the state line and beyond your drive will be through much of the finest scenery in the East.

It is only 14 miles from Richmond to BEREA, where the world-famous BEREA COLLEGE demands a visit. This co-educational school, founded in 1853, is not only the oldest of the colleges providing opportunity to the underprivileged boys and girls of the mountains, but it is also the best-known. All the students engage in work that pays at least part of the expenses of their education; and much of the work on the 300-acre campus, even to the erecting of the buildings, has been or is being done by them. Requirements for admission are strict but sane, and a sight of this carefully selected group of young people going about their daily tasks is an inspiration.

Here is a store well-deserving of your support. One of the professors started in a humble way a group, known as the CHURCHILL WEAVERS, which from the first crude hand loom has developed into a busy and well-equipped workshop where textiles of great beauty are woven from traditional old designs or from new designs originated on the spot by the workers themselves. The Boone Tavern is oper-

ated by the College with student service. The service is perfection, by the way, and so is the cooking.

From Berea a detour of only 3 miles will bring you to INDIAN FORT MOUNTAIN, and in half a mile more to BASIN MOUNTAIN, both crowned by prehistoric Indian strongholds.

The scenery is now beginning to develop from good to magnificent. You are in the real mountain country at last, with little farms and ramshackle cabins perched far up on the hillsides. They are picturesque, but a glance will show that the people who live in them don't have any too good a time, and that their lives must be ones of real hardship. If you want to see what is being attempted to help them, visit the SUBLIMITY FARMS, near LONDON, where homesteads are being assigned on a whole-time or part-time farming basis. Many of the part-time workers eke out their income from the farms with jobs in the near-by CUMBERLAND NATIONAL FOREST. A noted beauty spot near London is the LEVI JACKSON WILDERNESS ROAD STATE PARK.

From CORBIN, a coal town in the middle of sheer beauty, two routes are available to you. U. S. 25 divides here into 25W, leading into Knoxville, and 25E, which avoids it. The two roads reunite at Newport, Tenn. (see page 335). Either is lovely, the western road leading past the Norris Dam (see page 352) and the eastern through Cumberland Gap (see page 334). The chief feature of either is the mountain scenery along the way.

If you take the western U. S. 25W, you will go through WILLIAMSBURG, where the old KING'S MILL on the Cumberland River has been in use for over 100 years. Or, if you have time, a detour from Corbin over Tennessee 90 to the west will bring you to the exquisite CUMBERLAND FALLS STATE PARK, where the falls themselves are the feature of the scenery; from the park, Tennessee 26 will take you to Williamsburg, passing on the way the GATLIFF FISH HATCHERY, which is very busy restocking the mountain lakes and streams.

At Williamsburg you are only 12 miles from the state line between Kentucky and Tennessee, which passes right through the town of JELLICO (see page 353).

On 25E, it is a drive of 16 miles from Corbin to Barbourville, and a 4½-mile detour on the way will take you to the DOCTOR THOMAS WALKER STATE PARK. This little park of 12 acres commemorates the Doctor Walker who came exploring in these parts in 1750, and the

cabin he built then on this very spot has been carefully reproduced. Evidently the good doctor was a lover of beauty, as you will agree when you see the spot that he selected.

There are many other things of interest along this road. One is near PINEVILLE, where a trail leads to INDIAN ROCK SHELTER, which is presumably a pre-Columbian native habitation. PINE MOUNTAIN STATE PARK, also near Pineville, is a recreation spot of transcendent beauty. A road leads to the PINNACLE OF PINE MOUNTAIN, 2,200 feet above sea level. From the summit there are splendid VIEWS, and on the way to the summit the road passes through even more splendid displays of the wild flowers and flowering shrubs of the region.

In the same Pine Mountain State Park reservation is LAUREL COVE, where in a natural amphitheater, against a living rock background, the 2-day LAUREL FESTIVAL is held each year in late May or early June. It is a most fascinating affair, for the local mountain folk are the performers, and here you can see the old folk dances, hear the traditional ballads, and watch performances of plays written and produced locally.

There is little to say about MIDDLESBORO except that it is a prosperous coal town near the entrance to Cumberland Gap. Coal is so much king in this region that the building of the local Chamber of Commerce is known as COAL HOUSE, and is actually constructed of blocks of coal in place of stone.

CUMBERLAND GAP itself was discovered by Dr. Thomas Walker in 1750, and became the main road from the Virginia settlements into Kentucky. Daniel Boone passed this way in 1769, and after exploring Kentucky came back and gave the new "paradise" such good advertising that when he returned in 1775 a literal rush of colonists followed him, as many as 20,000 being reliably reported to have gone through the gap in a single season. The gap itself is 1,315 feet above sea level, but I urge you to take the SKYLAND HIGHWAY and go still higher. This toll road, with a fee of 40 cents for the car and a further 40 cents for each person in it, leads to the PEAK OF PINNACLE MOUNTAIN, 2,860 feet above the sea. The views from the summit are more than worth the time and the relatively small toll. The exquisite little body of water that you will see far below you is FERN LAKE, which does double duty as a beauty spot in the landscape and as a water supply for Middlesboro.

And here U. S. 25E goes into Tennessee, where at Bean Station (see page 333) you will cross U. S. 11W leading to Kingsport on your left (see page 333) or Knoxville on your right (see page 336). Or, if your destination is North Carolina, U. S. 25 will take you there by way of Newport (see page 335) and Asheville (see page 102).

Before I leave U. S. 25 East and West and the country they serve, I would like to mention that the trip by rail from Corbin to Knoxville is one of the loveliest I have made; so if you are not traveling in your own car, try to take a train which covers that particular stretch by daylight.

If your destination is Virginia, the junction with U. S. 58 is at Cumberland Gap, and this road will take you into Virginia by way of Natural Tunnel (see page 63) and Gate City (see page 62).

But although that road between Cumberland Gap and Natural Tunnel is a lovely one, if time possibly permitted I would lengthen my route by about 35 to 40 miles and proceed north for a way in Kentucky before crossing the Virginia line. By retracing your tracks on U. S. 25E as far as WASIOTO, only a short distance south of Pineville you will reach the junction with U. S. 119. This road, leading northwest through HARLAN COUNTY, a coal-mining region famous for its beauty and the general viciousness of its labor wars, is in itself so lovely that it is known as the RHODODENDRON TRAIL; and certainly, when those flowers are in bloom, it ranks as one of the great sights of America.

If you follow this road to CUMBERLAND, turning right there onto Kentucky 160, you will pass BIG BLACK MOUNTAIN, which, with its altitude of 4,150 feet, is the highest spot in Kentucky. At the state line, the road becomes Virginia 67 and leads into U. S. 23 at APPALACHIA. U. S. 23 takes you past BIG STONE GAP. John Fox, Jr., lived here, and here he wrote the TRAIL OF THE LONESOME PINE, after which book U. S. 23 is romantically named. My generation will remember one of those popular songs which sometimes sweep America like an epidemic, beginning, "In the Blue Ridge Mountains of Virginia, on the Trail of the Lonesome Pine." As I remember the song, the sentiments were impeccable but the geography was terrible, for the trail is in the Cumberland Mountains and doesn't go near the Blue Ridge Mountains by 100 miles or so. U. S. 23 will then take you to Natural Tunnel (see page 63) in its turn.

Kentucky and West Virginia— 48

ACROSS BOTH STATES BY U. S. 60

THE MOST TRAVELED OF THE EAST-AND-WEST HIGHWAYS ACROSS WEST Virginia and Kentucky (at least as far as Louisville) is probably U. S. 60. And with reason, for it leads through some of the most exquisite scenery and to some of the most interesting cities in eastern America.

The scenic portion of the drive may be considered to begin at Lexington, Virginia (see page 58), where U. S. 11, the highway north and south through the Shenandoah Valley, crosses U. S. 60. It is approximately 90 miles from Lexington through Clifton Forge (see page 60) and over the Allegheny Mountains to some of West Virginia's best scenery. And in the heart of this perfect countryside is one of America's premier resorts.

WHITE SULPHUR SPRINGS, from the tourist's point of view, consists of the palatial (and correspondingly expensive) Greenbrier Hotel. This vast establishment is a logical development of the advertising that White Sulphur Springs has enjoyed for almost two centuries. Certainly, here is everything to make a tourist stay longer than he originally meant to. There are two 18-hole GOLF courses, SWIMMING in the elaborate pool, CURATIVE BATHS, HIKING, FISHING, and RIDING—not only around White Sulphur Springs itself, but in the Monongahela National Forest a few miles to the north—and every other possible amusement for the vacationist.

In addition to the huge Monongahela National Forest, West Virginia has a number of State Forests of her own. One of the prettiest is near White Sulphur Springs, where in GREENBRIER STATE FOREST

there is a 12-mile SKYLINE DRIVE over KATE'S MOUNTAIN, with superb views, and one of the best displays of native flora in the whole United States.

LEWISBURG was settled early for these parts, having been founded in 1769. This date is practically modern compared to those of the founding of the Virginia settlements along the coast, but it must always be remembered that this was very definitely frontier country until after the Revolution. The OLD STONE CHURCH, which was built in 1796, has been in continuous use as a place of worship ever since, and has such simple charm as a building that it would be worth seeing without even considering its age. Here, too, are located two noted schools, the GREENBRIER COLLEGE FOR WOMEN and the GREENBRIER MILITARY SCHOOL FOR BOYS. The Elmhurst Farm at Caldwell between White Sulphur Springs and Lewisburg is not cheap, but has been highly recommended.

At Lewisburg, U. S. 60 is crossed by U. S. 219, a road leading to such exquisite scenery that it will be the feature of the next chapter.

Then for about 50 miles the road is a succession of one scene after another, to be enjoyed on the landscape but deadly boring on paper. Finally you come to two more parks: CARNIFEX FERRY BATTLEFIELD, reached by West Virginia 41 to the north, and BABCOCK STATE PARK, reached by Virginia 40 to the left. Carnifex Ferry State Park marks the sight of the battle of the same name. Bullet holes can still be seen riddling the walls of a cabin on the site. Babcock State Park is a scenic spot where the waters of GLADE and MANN'S CREEKS flow through a gorge between 2,600-foot-high walls. It is noted for its beauty and as a camping spot for vacationists. Babcock State Park can also be easily reached from Beckley.

When you reach ANSTED, you are at the gateway of the finest section of your drive, for the scenery for 4 miles through the NEW RIVER GORGE between Ansted and GAULEY'S BRIDGE is grand enough in itself to justify the whole trip if there were nothing else to look at. But besides the scenery there are some points in the neighborhood that demand mention.

First of all comes the VIEW FROM THE SUMMIT OF HAWK'S NEST in HAWK NEST STATE PARK. This will give you the finest possible view of the whole New River Gorge. This is something which absolutely must not be missed, as it is the perfect preparation for the drive

through the gorge itself, or the perfect finale, if you happen to be going the other way!

And among the interesting historical features are the GRAVE OF STONEWALL JACKSON'S MOTHER in Westlake Cemetery at Ansted, and the HALFWAY HOUSE. We don't seem to know when it was built, but it must have been before the Revolution. We do know that it was rebuilt in 1810.

There is a big dam 50 feet high in the New River Gorge which serves to divert some of the water into the HAWK'S NEST TUNNEL, 3 miles long, with a mile of it through solid rock. The resultant fall of water at the other end of the tunnel produces a 160-foot waterfall, which is used for hydroelectric purposes.

At Gauley's Bridge the piers of the old bridge, destroyed in 1861 during the War Between the States, can still be seen. A very short distance beyond Gauley's Bridge at GLEN FERRIS are the lovely KANAWHA FALLS, where the Gauley and New Rivers unite to form the GREAT KANAWHA, which you will follow all the way to Charleston. If you wish to see the PREHISTORIC RUINS near MOUNT CARBON, or the NEW RIVER STATE COLLEGE at MONTGOMERY, you should cross the river to the south bank at Glen Ferris, crossing back again at Montgomery.

Charleston

The capital of West Virginia is located on two rivers, the Great Kanawha and the ELK, which flows into the Great Kanawha within the city limits, and a fine introduction to your sightseeing would be a drive along the BOULEVARD which has recently been built along the north bank of the Great Kanawha to connect the east and west portions of the town. The boulevard is nearly 5 miles long.

The city is largely industrial, and many of the greater plants are along the river. Most of them, from the spectator's point of view, are just some more big plants of one sort or another; but in the KANAWHA CITY residential district, east of town on the south bank of the Great Kanawha River, is tucked away the ultra-modern plant of the CONLON BAKING COMPANY, not so large but with a building so perfect in the smoothness of its functional design that I consider it one of the outstanding sights of Charleston. Lovers of latter-day architecture will also enjoy the new POST OFFICE and the modern homes and apartments in the residential districts. And as Charleston is far

and away from being a poverty-stricken city, these RESIDENTIAL DISTRICTS are a sight in themselves.

There is an INDIAN MOUND in SOUTH CHARLESTON, interesting if you really care anything about Indian Mounds (after the first dozen, they begin to pall on me), and a new MUNICIPAL AUDITORIUM, in ultra-modern architecture, which is a model of its kind.

But the great sight of Charleston is the STATE CAPITOL. This great building was completed in 1932 from designs by Cass Gilbert, and is one of the masterpieces of that creator of masterpieces. While it has been described as in Renaissance style according to Roman models, the traveler with no architectural knowledge will not need to recognize it as such, for he will see at a glance that, whatever the technical description may be, it is to the eye a singularly happy example of that style of public building which invariably reminds the sightseer of the National Capitol at Washington.

The structure is one of great magnificence. The 300-foot-high DOME is covered with 22½-carat gold leaf, the interior is a mass of marble, and the location on the riverbank is perfection. You should enter the building to see the great CHANDELIER under the dome, which weighs two tons and, though hanging from a chain 54 feet long, is still 180 feet above the floor.

They go in heavily for great weights in this building. The BRONZE DOORS weigh nearly a ton and a half each, the solid marble columns in the foyer weigh 34 tons each, and the columns of the porticos are 84 tons each. To sum it up, although these statistics inevitably are dull on paper, the building is not dull at all; it is one of the finest monuments in America. The state has a right to be proud of it.

The district along U. S. 60 between Charleston on the Great Kanawha and Huntington is a mixture of industrial and farming regions. You should stop at MILTON to admire and probably buy some BLENKS GLASS. The stained glass made in Milton is of such perfection that it was used in the reconstruction of the Rheims Cathedral after the first World War. And the Gargantuan meals at the Justice Inn, where you help yourself to grand food until you can eat no more, are almost to be classed as a sight, too.

HUNTINGTON is the largest city in the state. It is the seat of MARSHALL COLLEGE, founded in 1837 and hence the oldest institution of higher learning in West Virginia. It also boasts the world's largest

plant for the production of nickel, a fine business section of typical American big-city type, and a splendid residential district of the same sort. The location of the city among the hills which line the Ohio is a most picturesque one, but otherwise there is little to detain the tourist. The hotels are, of course, good. The food at Bailey's Cafeteria is surprising and not expensive; and the food at the French Tavern, where it is brought to you instead of your having to go to it, is also excellent, although, naturally, more expensive. Bailey's Cafeteria is at 140 Ninth Street, and the French Tavern is on Route 60 through town, at 2349 Adams Avenue.

Although there is a fine bridge across the Ohio at Huntington, you will not use it unless you wish to visit the sister state, for U. S. 60 follows the south bank of the river. The crossing of the BIG SANDY RIVER near its confluence with the Ohio marks your passage from West Virginia into Kentucky. The first town of any importance in that state is CATLETTSBURG, and is purely industrial. U. S. 60 continues along the Ohio to ASHLAND, another industrial town, and then turns back to CANNONSBURG, 7 miles to the west of Catlettsburg, where it resumes its westward course. Although there are INDIAN MOUNDS in Central Park at Ashland, I would go straight from Catlettsburg to Cannonsburg and again pick up U. S. 60 there.

A few miles west of GRAYSON you will come to the junction with Kentucky 182, which will lead you to the right to the CARTER CAVES AND NATURAL BRIDGE and the CASCADE CAVES. The Natural Bridge is 219 feet long, 196 high, and 12 wide. A highway crosses it. There are several caves in the two groups, all small as caverns go, and each presenting a feature of its own. So first pick out the ones that you feel will interest you and then buy your admission separately at about a quarter each.

Morehead is the seat of MOREHEAD STATE TEACHER'S COLLEGE, a group of pleasant buildings on a 75-acre campus. Here I really urge a detour of 4½ miles to the MOREHEAD FIRE OBSERVATORY. This tower is one of more than a score of such fire prevention towers in the Cumberland National Forest, and the view from the tower is more than worth the extra driving it takes to reach it.

You will soon be in the heart of the Blue Grass region. It is a countryside of quiet loveliness, with nice towns like MOUNT STERLING and WINCHESTER along the way, and without any particular reason

for stopping until you reach Lexington (see page 361) and Frankfort (see page 354). The same applies to the country between Frankfort and Louisville, although you might care to pause at the OLD STONE INN 8 miles beyond SHELBYVILLE—another nice town, by the way. The Old Stone Inn was probably built in 1794, and it has been in steady service as a tavern ever since.

Kentucky and West Virginia— 49

AMONG THE PARKS AND FORESTS OF THE ALLEGHENY MOUNTAINS

THOSE WHO HAVE BEEN THROUGH THE SHENANDOAH VALLEY AND WISH a route of extreme beauty for the return, or those who are entering West Virginia from the south, can hardly do better than make U. S. 219 their objective. If they are coming from the south, Bristol, Va. (see page 331) would be the logical point of beginning. Of course, this road is equally good for travelers from the north, who can pick it up either at Cumberland, Md., or from the Somerset Tollgate of the Pennsylvania Turnpike. And from either the north or south, it can be joined from intermediate spots, to be noted in the text.

If you begin the run at Bristol, you follow U. S. 11 as far as Abingdon, and then turn left onto U. S. 19. This road continues through the hills, climbing higher all the time. At LEBANON you will be 2,131 feet above sea level, at TAZEWELL 2,372 feet, and at BLUEFIELD, your first town in West Virginia, 2,560.

Here are a couple of the most interesting spots in the state. An EXHIBITION COAL MINE is in operation daily from 10 to 5; you can drive your car right into it, and the admission is free. It is located about 11 miles from Bluefield, and is one of those things that must not be missed. Another fascinating point is PINNACLE ROCK STATE PARK. Here erosion has stripped the soil from a spur of FLAT TOP MOUNTAIN, and has worn the exposed rocks of the mountain's core into pinnacles of fantastic shapes. The park is about 6 miles to the northwest of Bluefield. The town of Bluefield was settled in 1777, and the JOSEPH DAVIDSON HOUSE, built in 1811, is still standing.

If you come toward Bluefield from the east, U. S. 52 will take you there in 46 miles from its junction with U. S. 11 at Wytheville, Va. If you are traveling from the west, the same U. S. 52 will bring you to Bluefield from Huntington (see page 369), passing on the way CABWAYLINGO STATE FOREST, a well-developed recreation spot, WILLIAMSON, and WELCH. There is a fine VIEW from DRY FORK, near Welch.

However, from Huntington I find West Virginia 10 more interesting. This road will take you to LOGAN, now the quiet center of a coal-mining region, but once the heart of the country where the deadly Hatfield-McCoy feud raged for years. Here has been erected a MONUMENT TO DAVID HATFIELD, who was the leader of one of the clans.

One of the natural wonders of the state is CASTLE ROCK, near PINEVILLE; and west of town along the GUYANDOT RIVER is the WYOMING GAME REFUGE. From Pineville, West Virginia 10 will take you to the junction with U. S. 19 and U. S. 219 at Princeton (see below). I would not go straight through, but would turn south at MATOAKA to the junction with U. S. 52 at FREEMAN in order not to miss Bluefield and the Exhibition Coal Mine.

Now we are at last ready to begin our journey north. From Bluefield to PRINCETON, where U. S. 219 begins, you will follow U. S. 19. In the neighborhood of Princeton is HUFF'S KNOB, 3,800 feet high and the summit of the FLAT TOP MOUNTAIN RANGE.

From UNION you have two choices again. You might continue to Lewisburg (see page 367), where your road crosses the east-and-west U. S. 60, passing ORGAN CAVE on the way. About a mile of passageways in the cavern have been developed and lighted, and the cave was used by the Confederates for the manufacture of saltpeter. However, as a little detour will take you into even finer scenery and through the mineral springs district, I would take West Virginia 3 to SWEET SPRINGS, on the Virginia border. You will have already passed SALT SULPHUR SPRINGS on your way to Union.

At Sweet Springs your road becomes Virginia 311, which takes you to SWEET CHALYBEATE and then joins U. S. 60 in Virginia east of White Sulphur Springs (see page 366).

It is only 41 miles from Lewisburg to Marlinton, and you will be able to reach two of the most interesting of the State Parks on the way. The DROOP MOUNTAIN BATTLEFIELD STATE PARK marks the site of a conflict high in the mountains during the War Between the States, and

is visited today not only for historic interest but for the beauty of the VIEW OF THE GREENBRIER VALLEY from the observation tower. The WATOGA STATE PARK is not only a spot of exquisite beauty, but has great interest on account of the floral display in BROOK'S MEMORIAL ARBORETUM.

Near MILL POINT, a little town on U. S. 219 north of the parks, is a great natural depression 4,000 feet up in the mountains called CRANBERRY GLADES, where much arctic vegetation is to be seen, including a patch of tundra and reindeer moss.

MARLINTON itself is of no great interest, but the STATE FISH HATCHERY just north of town decidedly is. And so is SENECA STATE FOREST, where beavers busily build their dams, and where the largest herd of deer in the state is found.

You will now be in the heart of the great MONONGAHELA NATIONAL FOREST, an immense 700,000-acre tract which contains many of the beauty spots and natural wonders of the state. The forest covers about one-twentieth of the entire area of West Virginia. I will not list its attractions here, as it would be confusing, but will rather continue to mention them as we come to them.

Many of the state parks and forests are within the boundaries of the Monongahela National Forest, one of them being near ELKWATER. Here, near town, may be seen the remains of earthworks erected by Federal troops in 1861. But the great feature near Elkwater is KUMBRABOW STATE FOREST, one of the best of them all scenically. You will not only wish to see the FALLS OF MILL CREEK, but should take the SKYLINE DRIVE through the park. This road leads along the ridges of POINT MOUNTAIN at an altitude of 3,800 feet and has many vantage points giving extended VIEWS OF THE TYGART RIVER VALLEY.

The headquarters of the Monongahela National Forest are at ELKINS. The town, which is the seat of DAVIS AND ELKINS COLLEGE, is located amid some of the most glorious scenery of the Tygart River Valley. It is the center as well for some of the finest drives in the state.

Here U. S. 219 is crossed by U. S. 33, and a drive in either direction on that road is a rewarding experience. At the moment, however, we will continue north on U. S. 219 to PARSONS, where the BLACKWATER RIVER and SHAVERS FORK join to form the CHEAT RIVER, famous for its scenic beauty.

At DAVIS you are at the northern extremity of the Monongahela

National Forest, which stretches south through the Allegheny Mountains almost to White Sulphur Springs. The BLACKWATER FALLS STATE PARK here is another of those things that must not be missed, and of which West Virginia has all too many for the hurried traveler. Here BLACKWATER FALLS go roaring over a 63-foot ledge to send their water dashing through the 1,000-foot-deep BLACKWATER CANYON at their foot. The entrance to this park is from West Virginia 32, just beyond Davis.

Twelve miles north of Davis, you will enter the southern corner of extreme eastern Maryland, but will still be in the mountains, for in this corner of Maryland is BACKBONE MOUNTAIN, which, with its elevation of 3,340 feet, is the highest point in that state. You will also be at the junction with U. S. 50, which you can follow east to Winchester in Virginia (see page 50) or west across the state of West Virginia again to Parkersburg (see page 378) and Ohio. Or you can continue north to points in Maryland or Pennsylvania.

TWO ROUTES ACROSS WEST VIRGINIA TO OHIO

From Harpers Ferry to Parkersburg

HARPERS FERRY IS ON A WEDGE OF LAND WHERE THE SHENANDOAH RIVER flows into the Potomac and where the states of Virginia, Maryland, and West Virginia meet. Interesting not only historically but as a beauty spot, it is as good an introduction not only to the scenery of West Virginia but to that of the Shenandoah Valley in Virginia as you can possibly find.

It is an old town, founded by Robert Harper in 1747, and was selected by Washington himself as the site of the arsenal which was to play so important a part in American history.

In 1859 an ardent abolitionist, John Brown, came to Harper's Ferry. He already had a reputation as a ruthless fighter in the "border wars" and as a friend of the Negro. His scheme was a grandiose one. He was convinced that he had but to lead an expedition into the South to have the Negroes revolt. He seems to have been completely indifferent to what might happen to the white men and women of the country. He intended to arm the slaves with weapons from the Harpers Ferry Arsenal, but was quickly surrounded by troops under Robert E. Lee. After being overpowered with his little band, he was eventually hanged.

JOHN BROWN'S FORT, the little brick building in which he made his last stand, is now on the grounds of STORER COLLEGE, one of the first colleges in the country for the higher education of Negroes. It was placed there after it returned from its trip to Chicago for the World's Fair of 1893.

The scenery is superb. Behind the town is BOLIVIA HEIGHTS, and to the north and south, respectively, are the masses of MARYLAND HEIGHTS and LOUDON HEIGHTS.

John Brown was tried and hanged for treason at CHARLES TOWN, and

the old COURTHOUSE where the trial took place is now part of a newer building. The spot of his execution is marked with a stone.

Charles Town was founded by Charles Washington, brother of the first President, in 1786. He named the streets after members of the family. The town is a center of a district rich in old mansions: among others, MORDINGTON, Charles Washington's old home; HAREWOOD, where James and Dolly Madison were married; and CLAYMONT COURT, one of the finest remaining Colonial homes in America. President Washington worshipped in the old EPISCOPAL CHURCH, now an ivy-covered ruin, and is said to have carved his initials on a rock in MASONIC CAVE, so-called because it has belonged to that brotherhood since 1773.

U. S. 340, which has been your road from Harpers Ferry to Charles Town, now crosses into Virginia, where at Winchester (see page 50) it crosses U. S. 11, the main north-and-south route through the Shenandoah Valley, and where it joins U. S. 50, which you will use for your journey across West Virginia. U. S. 11, described south of Winchester in Chapter 7, is also interesting between Winchester and Hagerstown, Md., on the north.

Coming from Hagerstown, you cross the Potomac and enter the great apple-raising district of West Virginia. The countryside is exquisite with blossoms in the spring, and the metropolis of the region, MARTINSBURG, itself has much to offer. The TUSCARORA PRESBYTERIAN CHURCH here was built some time before 1745; the RED HOUSE dates from 1766; and the town was the home of Belle Boyd, the bewitching Confederate spy.

It is only some 10 miles from Martinsburg to SHEPHERDSTOWN, which was called Mecklensburg when it was founded in 1719, and is not only the oldest town in West Virginia, but has within its boundaries the LOG HOUSE (still occupied) built in 1727 and in all probability the oldest dwelling in the state. James Rumsey, who demonstrated a steamboat on the Potomac as early as 1787, lived in Shepherdstown, and the RUMSEY HOUSE where he dwelt may still be seen. A MONUMENT has been erected to his memory by the state. From Shepherdstown, you can either return to U. S. 11 for a direct run to Winchester, or take West Virginia 48 and 9 to Charles Town, proceeding to Winchester from that fascinating town.

U. S. 50 runs west from Winchester for over a score of miles,

through scenery of ever-increasing beauty, until it reaches the West Virginia state line. Then keep a lookout, for a road leads north from CAPON BRIDGE TO FORKS OF CACAPON, where GAUDY'S CASTLE ROCK is an extraordinary formation. Of greater interest perhaps is ICE MOUNTAIN, where ice may be found among the loose stones at the base even in the hottest weather. There are farflung views from RAVEN ROCKS at the top of the mountain, but it's a hard climb.

ROMNEY is notable chiefly for the beauty of its location on the SOUTH BRANCH OF THE POTOMAC, and the HANGING ROCKS 300 feet above the river to the north are a much-visited feature. The Confederate Monument at Romney was one of the first to be erected. Between Romney and KEYSER is the reputed birthplace of Lincoln's mother, Nancy Hanks. I say "reputed," for there seems to be some doubt.

At Backbone Mountain (see page 375), you cross U. S. 219 in a little corner of Maryland, and then re-enter West Virginia for the run to GRAFTON. Over a thousand soldiers are buried here in West Virginia's only National Cemetery. There is a great DAM 210 feet high across the Tygart River at Grafton built to arrest the floods in the Monongahela valley, and only incidentally forming the lovely man-made lake known as TYGART RESERVOIR.

From Grafton an interesting detour will take you north, along the Tygart River to the mile-long cascades known as the VALLEY FALLS OF THE TYGART, to FAIRMONT and to MORGANSTOWN, where the GLASS WORKS and the WEST VIRGINIA STATE UNIVERSITY are of interest, and where artificially produced CHEAT LAKE and COOPERS ROCK STATE FOREST are of beauty. Near Morganstown too, at REEDSVILLE, is ARTHURDALE, the first of the Federal homestead projects.

Your next point of any importance west of Grafton is CLARKSBURG, a manufacturing town. There is little in town to see, although about 20 miles south of town and reached by U. S. 19 is JACKSON'S MILL, the boyhood home of Stonewall Jackson. It is now the site of West Virginia's 4-H camp. The old mill, built I believe in 1808, is still standing, and the whole tract and camp are maintained as a memorial to General Jackson. If you are traveling along U. S. 19, it is worth stopping for, but otherwise I cannot conscientiously recommend the 40-mile round trip from Clarksburg.

Once Clarksburg is passed, the scenery becomes the rolling country sloping gently to the Ohio, which you reach at PARKERSBURG. This, again, is an almost entirely industrial town, with only two great sights,

the LILY POND in the city park, and BLENNERHASSET ISLAND in the Ohio, interesting only to those who know the history of Aaron Burr's conspiracy.

From Harrisonburg to Point Pleasant

From Harrisonburg in Virginia (see page 54), U. S. 33 runs west into the mountains for 43 miles to FRANKLIN in West Virginia and, in a few miles more of wild scenery, to Riverton, in the shadow of SPRUCE KNOB, which, with its altitude of 4,860 feet above sea level, is the highest point in West Virginia. Here, too, are SENECA CAVERNS, with extensive subterranean chambers, although to me not quite so interesting as some a few miles away in the Shenandoah Valley.

It is 8 miles more of sheer beauty to SENECA ROCKS, near MOUTH OF SENECA, a curious formation towering 900 feet above the valley, and then 35 more exquisite miles to Elkins (see page 374).

BUCKHANNON is the seat of WEST VIRGINIA WESLEYAN COLLEGE, and 4 miles north of WESTON is Jackson's Mill (see page 378), which I do not think worth the 40-mile round trip from Clarksburg, but do think is well worth the 8-mile one from Weston.

West of Weston, U. S. 33 combines with U. S. 119, and, unless I had already seen Charleston (see page 368), I would take that latter road and go there—unless, of course, I had some special interest in Point Pleasant. If so, I would continue west on U. S. 33 after the two roads separate at SPENCER.

POINT PLEASANT was the scene of an Indian conflict in 1774 which is sometimes called the "first battle of the Revolution." It is commemorated by a state monument in TU-ENDIE-WEI PARK at the junction of the Great Kanawha and Ohio Rivers. The GRAVE OF CHIEF CORNSTALK, who led the Indians against the Virginia frontiersmen under Colonel Andrew Lewis, is in the courthouse yard.

There is little left to be said about touring West Virginia. If you have followed the roads I have outlined here, you will have seen more of the state than most people ever do. The purely industrial region along the Ohio, stretching in a narrowing strip between the river and Pennsylvania, is of West Virginia politically; but geographically, even though the industrial city of Wheeling happens to be there, it is too much a part of Pennsylvania's manufacturing regions west of Pittsburgh to make it really desirable to include it here.

Kentucky— 51

LOUISVILLE AND SOUTH TO NASHVILLE

LOUISVILLE, KENTUCKY'S LARGEST CITY, IS IMMENSELY PROUD OF THE Kentucky Derby, and of her park system. You will have to be in Louisville in the spring to see the Kentucky Derby, but you can see the park system the year round, and if you come into town by U. S. 60 you will pass one of the best samples of it. CHEROKEE PARK is a 400-acre beauty spot, with some things worth seeing in the park itself. One is the BIRD OBSERVATORY, a collection of mounted birds, and the other is the STATUE OF DANIEL BOONE, by the Louisville sculptress, Enid Yandell. It is almost perfectly placed, being so arranged that the figure of Boone seems to be emerging from a thicket in one of the wildest spots in the park.

Almost adjoining Cherokee Park is CAVE HILL CEMETERY, where 6 miles of drives wind between the graves of Louisville's noted dead.

The cemetery overlooks the downtown section of Louisville, lying at the end of Broadway, and if you will follow that street from the cemetery it will take you into the heart of town and the heart of the sightseeing district at the same time. A couple of the sights are on Broadway itself, for near the business district you will pass first the huge SCOTTISH RITE TEMPLE, and then the buildings of the PRESBYTERIAN THEOLOGICAL SEMINARY. And the Y.W.C.A., on the corner of Broadway and 2nd Street, occupies the old FORD MANSION, built in 1858 and much admired for the perfection of its façade.

You are now in the very heart of the city, and a left turn onto South 3rd Street, with a right turn at the next corner onto West York Street, will bring you to the PUBLIC LIBRARY, a fine building but nevertheless not so interesting as the treasures in and around it, for Barnard's STATUE OF LINCOLN stands in the grounds, and an exemplar of Canova's STATUE OF HEBE graces the interior. In the building is also the MU-

NICIPAL MUSEUM of fossils, insects (chiefly butterflies), minerals, birds, and so forth.

Continue west on West York Street, and a right turn onto South 8th Street will bring you in short order to COLLEGE SQUARE. Here the CENTRAL COLORED HIGH SCHOOL occupies a building with a façade by the great Lexington architect, Shryock. Although the original building was burned many years ago, the exterior was fortunately saved and has been little if at all altered in being converted to its present use.

If you are a lover of architecture, continue north on South 8th Street to West Jefferson Street, turning right there to another building by Shryock, the JEFFERSON COUNTY COURTHOUSE, with its impressive Doric portico and its STATUE OF THOMAS JEFFERSON by Moses Ezekiel in front.

But probably the best of the buildings by Shryock to be seen in Louisville is the Greek Revival-style OLD BANK OF LOUISVILLE. At least, it is the best if popularity counts, for it is the most stared at, the most often photographed, and the most frequently sketched. To reach it from the courthouse, turn left on 5th Street and right on West Main Street. Diagonally across West Main Street in the next block there is another old bank building. The BANK OF THE UNITED STATES BUILDING was erected by the Federal Government back in 1832, when the title meant just what it said. It is all right as a building, but it must be confessed that when compared with the minor masterpieces of Shryock, it is not *too* exciting.

The oldest church in the city is the Episcopal CHRIST CHURCH CATHEDRAL, built in 1822 but much altered since, and not always fortunately. Another ecclesiastical structure of note is the ROMAN CATHOLIC CATHEDRAL OF THE ASSUMPTION, which was completed in 1852.

Near the Roman Catholic Cathedral, at 432 South 6th Street, stands the GRAYSON HOUSE. Built in 1810, it is certainly one of the finest, if not the finest old residence of its type in the city. But it is in private hands, and you may not go in. You may, however, enter the lobby of the Seelbach Hotel to see the MURALS BY ARTHUR THOMAS representing scenes of Kentucky pioneer life and history, and you should certainly do so.

The way to go to Churchill Downs is out 3rd Street to the south. On the way, you will pass CENTRAL PARK, another good specimen of the Louisville Park system, the CONFEDERATE MEMORIAL, like the Boone

Statue a work of Enid Yandell, and the UNIVERSITY OF LOUISVILLE on its 55-acre campus, said to be the oldest municipally owned university in America. The SPEED MEMORIAL MUSEUM, just inside the entrance to the university, displays among other items collections of paintings, porcelains, and miniatures. CHURCHILL DOWNS, the 180-acre park of the Kentucky Jockey Club, is the scene of the Kentucky Derby, which has been run on either the 1st or 2nd Saturday in May uninterruptedly since 1875. If you expect to be in Louisville at the time of America's premier race meet, be sure to make reservations well in advance, for race week fills the city to overflowing.

The WATERFRONT along the Ohio is more than interesting. Of the four bridges spanning the river at this point, the immense steel structure of the new MUNICIPAL BRIDGE is the most imposing.

There are several places, other than the hotel dining rooms—which are generally above the average—where the food is excellent. The Blue Boar Cafeteria is both surprisingly good and not expensive, and the Canary Cottage, the French Village, Luvisi's, and Stebbin's Grill are all excellent.

There is SWIMMING in several outdoor pools, TENNIS at all the major parks, and GOLF on two 18-hole and one 9-hole public courses at fees of 50 cents and 35 cents, respectively.

Then there is the KENTUCKY STATE FAIR during the 2nd or 3rd week in September, and RACING in season, the Kentucky Derby being run either the 1st or 2nd Saturday in May.

U. S. 31E and W to Nashville

Of the two main roads from Louisville to Nashville, I find U. S. 31E by far the more interesting near Louisville, and U. S. 31W the more interesting near Bowling Green. Fortunately, it is quite possible to combine them, and with almost no loss of interest on either.

The only thing you will miss is the 33,000-acre military reservation at FORT KNOX, with the GOLD BULLION DEPOSITORY built by the Treasury Department of the United States, where a large proportion of the gold of the world, laboriously dug out of the ground, has now been stuck under ground again. The Depository, built in 1936, is thief-proof, bombproof, and every other kind of proof. It is even proof against visitors, for you may only look at it through the fence. However, if you want that little peep badly enough to miss Bardstown for

it, you have only to follow the combined routes U. S. 60 and U. S. 31W along the Ohio for 30 miles to TIP TOP, where U. S. 31W branches off to the south and reaches Fort Knox in 4 miles more.

Southeast of Fort Knox at Lebanon Junction there is a LINCOLN CEMETERY STATE MONUMENT, where several members of the Lincoln family are buried, which is well maintained by the state and which you will not find too interesting unless you are a great enthusiast. Rather, I would bowl along for 18 miles of pretty road to ELIZABETHTOWN, where there is a COLLECTION OF LINCOLNIANA in the Hardin County Courthouse (free) and where the BROWN-PUSEY COMMUNITY HOUSE, in a building erected in 1818, gives a charming picture of the past. Be sure to see the GARDENS which feature the flowers most common in Kentucky gardens in pioneer days. And here I would certainly desert U. S. 31W for a while and take Kentucky 61 to Hodgenville for a view of the Lincoln Birthplace.

All in all, I think that U. S. 31E is more interesting as a route to Hodgenville than 31W, for 31E leads you to BARDSTOWN, and here is ST. JOSEPH'S CATHEDRAL, built in 1816 from designs by John Rogers of Baltimore, and consequently the oldest cathedral west of the Allegheny Mountains. It was built honestly and reverently from materials at hand: with stones from the surrounding fields and great timbers from the virgin forests of the frontier, and, fortunately for us, the lovely building still stands in simple dignity very much as it was first built.

How the cathedral became a veritable treasurehouse of art is pure romance—romance that would be considered to make altogether too much use of coincidence if it were part of a book of fiction. In 1787 Louis Philippe, the Duke of Orleans, was in Havana—and went broke. A young priest, Father Benedict Joseph Flaget, helped him out. Years later, this same Father Flaget became the first Bishop of the newly created See of Bardstown. The date seems to have been about 1808. There had been great changes in the world. The French Revolution had come and gone, Napoleon had started the career that would make a boy from Corsica an embittered old man at St. Helena, and a wandering exile came to Bardstown, where the good bishop once more was able to befriend his youthful companion, Louis Philippe. And when fortune's wheel made another revolution and Louis Philippe ascended the throne of France, he remembered the Bishop who had befriended him in the wilderness, and sent him priceless paint-

ings for the church he was building, a tabernacle engraved with the French Royal Arms, and the Queen sent vestments said to be her own handiwork. Other vestments, candlesticks, and paintings were contributed by Louis Philippe's brother-in-law, Francis I, King of the two Sicilys.

Of the better paintings in the cathedral, two are attributed to the Van Eyck brothers, one to Murillo, one to Reubens, and three to Van Dyck; and in all probability they really are works of these artists. The exquisite *Immaculate Conception* is by Jacob Hast, who was born in Munich in 1830, came to Bardstown as a boy, and died there at the age of 24.

The rectory which good Bishop Flaget built still stands, and at St. Thomas is the log cabin which was his first home.

About a mile to the east of Bardstown is MY OLD KENTUCKY HOME STATE PARK, containing the mansion house of "Federal Hill Estate" where Stephen Foster wrote his famous song. It is being preserved carefully in the style of 1852 and is second in interest only to the cathedral.

Also of interest in Bardstown are the MONUMENT TO JOHN FITCH, another inventor of the steamboat and one of the first ones, if not actually the first; and the OLD STONE INN, in continuous use since 1779. Its official name is the Talbott Tavern, and it is a famous place for good food today. Then, near by are NAZARETH, the Mother house of the Sisters of Charity, and their NAZARETH COLLEGE FOR GIRLS and ST. JOSEPH'S COLLEGE for young men, while on the less spiritual side are WICKLAND, an old house recently opened to the public, and some distilleries that have helped to keep the Kentucky Mint Julep famous.

There is still another variation of this drive, which is longer but of transcendent interest. It is easy to combine it with the visit to Frankfort (see page 359) and Lexington (see page 361). Then leave Lexington by U. S. 68, which merges with U. S. 31E at Bardstown.

The drive over this road from Lexington to Bardstown is fascinating. It will take you through SHAKERTOWN, founded as a communistic village by that gentle sect at the beginning of the 19th century, and where interesting relics can still be seen in the GUEST HOUSE. This is maintained by the PENNEBAKER HOME, which is a subsidiary of the Goodwill Industries—worthy your patronage. Near Shakertown the DIX DAM backs up the waters of the DIX RIVER for 36 miles to form

HERRINGTON LAKE, and in the vicinity is some of the best scenery around the PALISADES of the KENTUCKY and Dix Rivers.

HARRODSBURG, only 8 miles beyond Shakertown and 33 from Lexington, is the feature of this particular drive. Also, if you are an enthusiast, it may have a devastating effect on your pocketbook, for the town is famous as a market for ANTIQUES.

Although there is a little MUSEUM here which is a delight in its display of the development of industrial genius from pioneer days to the present, the main feature of Harrodsburg sightseeing is the PIONEER MEMORIAL STATE PARK, with its startlingly realistic reproduction of OLD FORT HARROD, an entire group of buildings surrounded by a stockade. Also in the park are the FEDERAL MONUMENT TO THE FIRST SETTLERS OF THE WEST, the MANSION MUSEUM, and the LINCOLN MARRIAGE TEMPLE, within which is sheltered the cabin where Abraham Lincoln's parents were married. And of great interest is PIONEER CEMETERY, the oldest in the state.

If you get hungry after so much sightseeing, the Beaumont Inn and the Avalon Inn at Harrodsburg, and the old Shakertown Inn at Shakertown have been recommended.

Between Harrodsburg and Bardstown on U. S. 68 you will pass the PERRYVILLE BATTLEFIELD STATE PARK, and the LINCOLN HOMESTEAD MONUMENT at SPRINGFIELD. Lincoln lived here until he was about 8 years old.

U. S. 68 merges with U. S. 31E for the 25-mile run from Bardstown to Hodgenville and beyond. If you detour to the left at NEW HAVEN, you will soon come to GETHSEMANE, where the famous Trappist Monastery of the "silent monks" is located. There is a MUSEUM in connection with the monastery which is open on weekdays in mid-morning and mid-afternoon. As the museum has relics from all over the world, it is an unusually fascinating one. Even without the added interest of the museum, the monastery of OUR LADY OF GETHSEMANE should not be missed.

Weinmann's STATUE OF ABRAHAM LINCOLN stands in the public square of HODGENVILLE, and only a little over 2 miles to the south, still on U. S. 68—31E, is a national shrine second only to Mt. Vernon (see page 16): the ABRAHAM LINCOLN NATIONAL PARK. The area consists of the Lincoln Farm of 110 acres, called the SINKING SPRING FARM, and the old SINKING SPRING, still flowing with crystal-clear, pure water can

be seen at the foot of the knoll upon which the Memorial Building stands.

The simply austere LINCOLN MEMORIAL was designed by John Russell Pope and is superbly placed at the head of a long flight of steps leading to the eminence on which it was built. The Memorial serves a practical purpose, for it houses the little log cabin that was the BIRTHPLACE OF ABRAHAM LINCOLN, and is intended to preserve it through the ages. Being the property of the United States Government, the Memorial is open free every day in the year.

This is a notable center for roadside markets, and around GREEN RIVER in particular the highway is bright with displays of locally made baskets, pottery, quilts, counterpanes, and cushions.

Thirty-five miles south of Hodgenville, follow U. S. 68 to the right, and desert U. S. 31E for good. At HORSE CAVE, U. S. 68 merges again, this time with U. S. 31W, which will be your road to Bowling Green. The little town of Horse Cave is partly built over the HIDDEN RIVER CAVE (admission $2), where there is an everflowing underground river complete with eyeless, faded-out fish. The cave has not yet been extensively explored.

From CAVE CITY, 4 miles to the south on U. S. 68—31W, is the road leading to MAMMOTH CAVE NATIONAL PARK, 10 miles to the west. This MAMMOTH CAVE, with its entrances in a park of 49,000 acres, is the monarch of them all. Over 175 miles of underground passageways have so far been explored. You can't possibly see them all, but the six different routes offered to you will give you a view of the best.

The two most important entrances to the cave are the HISTORIC ENTRANCE (known since the Mammoth Cave was discovered in 1799), which is a natural one, and the FROZEN NIAGARA ENTRANCE, which is man-made: the various routes through the cave all begin at one or the other. These routes are designed to show the features of the cave with a minimum of walking and with really quite a bit of consideration for your pocketbook. There are two short ones, taking an average of two hours or so from either of the main entrances; if you only take one, it costs $2, but each one you add costs only $1 more. However, there is a "De Luxe Route" which begins at the Historic Entrance at 10 A.M. Central Standard Time each day in the year, with an additional trip beginning at 3 P.M. during the summer months. This one costs $4, and if this is going to be your only visit to the Mammoth

Cave, and if you are feeling vigorous, I really urge you to shoot the works and take it. But you must be feeling fairly vigorous, for while progress is leisurely, and time is given for frequent rests, you will still be underground for 7½ hours. Luncheon or supper, served 267 feet underground in the SNOWBALL DINING ROOM (it costs 60 cents) is a feature. I will not try to list the attractions of the cave, except to say that a boat-ride on ECHO RIVER 360 feet underground is alone worth the price of admission. And speaking of prices, children of 8 to 12 go half price on all routes, and children under 8 go free.

There are other great caves in the neighborhood which would be sightseeing features if the Mammoth Cave did not rather overshadow them. One is GREAT ONYX CAVE, exquisite with corridors lined with onyx, as the name implies, and another is FLOYD COLLINS CRYSTAL CAVE. One of the largest, this has been only partly explored, and Floyd Collins, who lost his life there in 1925 while trying to find another entrance, has been buried in the finest room yet discovered in it—the so-called GRAND CANYON AVENUE, 200 feet high, 110 feet wide, and 700 feet long.

The residential community of BOWLING GREEN is the seat of WESTERN KENTUCKY STATE TEACHERS' COLLEGE, occupying the site on College Heights where a fort was built during the War Between the States, and earthworks can still be seen on the 60-acre campus. There is a fine VIEW of the Ohio River from the campus.

Here U. S. 31W and U. S. 68 part company, the former road turning south through FRANKLIN, an important market for "one-sucker" tobacco, to the Tennessee line and Nashville (see page 340), while U. S. 68 turns west toward Paducah.

While it is about 127 miles from Bowling Green to Paducah, and while the country is beautiful along the way, there are only a few points to mention for sightseeing purposes. The BLUE AND GRAY STATE PARK is near ELKTON, and has been developed with recreational facilities and a hotel which is popular with sportsmen, especially during the bird-hunting and fox-hunting seasons, and at FAIRVIEW the JEFFERSON DAVIS MONUMENT stands in DAVIS MEMORIAL PARK. Here Jefferson Davis was born in 1808, and near the foot of the monument is a replica of his parents' two-room cabin, although the actual cabin was on another site. The monument is an obelisk 351 feet high, there is an elevator to the top, and the VIEWS from the upper story are splendid.

In Hopkinsville are several beautiful old houses and one amusing

one—STEAMBOAT HOUSE. It seems that the original owner was so enraptured by a ride he took on a Mississippi River packet, and was so struck by the general elegance and comfort of the boat, that when he got home he commissioned an architect to build him a house that would resemble a steamboat of the day (1850-1860) as much as possible. He succeeded.

The Tennessee River is crossed on a toll bridge (30 cents). These waters are soon to be backed up into Kentucky Lake, which will extend all the way from Kentucky Dam, now being built across the Tennessee 23 miles south of Paducah, and which will give a 9-foot channel to the foot of Pickwick Dam (see page 330) 184 miles away on the other side of Tennessee. Filling in the lake is expected to start in 1945.

PADUCAH is a nice town and an important one at the confluence of the Tennessee and Ohio Rivers, but with few sights. The chief one is the STATUE OF PADUKE, the Indian Chief after whom the town was named, and whose monument by Lorado Taft is at 18th and Jefferson Streets. There are several old houses, but all in private hands.

Those who are coming to western Kentucky by way of the Reelfoot Lake region of Tennessee (see page 328) will enter Kentucky either by way of HICKMAN or by way of Fulton. From Hickman, Kentucky 94 leads east through CAYCE, where there is a MONUMENT TO CASEY JONES (see page 345), who was a boyhood inhabitant of the town.

This Kentucky 94 joins U. S. 51 a few miles north of FULTON, a town which bestraddles the Kentucky-Tennessee state line. A left turn here will bring you to Clinton, quite a center for the Indian Mound district along the BAYOU DE CHIEN CREEK, and to BARDWELL, where a detour takes you to COLUMBUS-BELMONT MEMORIAL STATE PARK on the banks of the Mississippi. There were important fortifications here during the War Between the States, and since 1934 these have been restored.

About halfway between Bardwell and Wickliffe there are some extraordinary Indian Mounds called the BURIED CITY. They are open daily, the fee being $1. One of the most interesting mounds, now covered by a building, has been opened and 153 skeletons are uncovered. Articles found in the mounds indicate that whatever prehistoric tribe is represented, it possessed a high degree of culture.

At Wickliffe U. S. 60 branches off to Paducah on the east, and U. S.

51 continues over a bridge across the Ohio to Cairo, Illinois, a few miles north of town.

U. S. 60 from Louisville to Paducah and Wickliffe is another nice road to drive but with little to describe. It follows the Ohio, but generally many miles back from the river in the rolling country of Kentucky's farming and tobacco-raising districts. One of the infrequent, but finest views of the Ohio is from the BUCKNER HOMESTEAD, which lies half a mile from the main highway at Brandenburg. The old homestead is open to the public.

OWENSBORO, also on the river, is an oil town which at the same time is the center of a great tobacco region, and HENDERSON, which is a local metropolis, is justly proud of its wide streets and of the PARK being improved along two miles or more of the river bank. The LOCKETT HOUSE, built in 1856, still has the marks of gun butts left on the front door by an attempt to force admission during the War Between the States; and the dignified HENDERSON COUNTY COURT HOUSE dates from 1842.

There is little to mention for the rest of the drive to Paducah, except to note that the GRAVE OF LUCY JEFFERSON LEWIS, the only sister of Thomas Jefferson, can be seen from the highway a little past SALEM.

A Few Statistics of Kentucky

Area: 40,598 square miles. *Population:* 2,839,927. *Capital:* Frankfort, population, 11,472. *Boundaries:* The Ohio River on the north, West Virginia and Virginia on the east, Tennessee on the south, the Mississippi and Ohio Rivers on the west. *Government:* General Assembly composed of a Senate having 38 members and a House of Representatives having 100. *Climate:* Not very even, varying at Louisville from a winter average of 34 degrees F. to a summer average of 79. *Nickname:* The Blue Grass state. *Rainfall:* 43.3 inches annually at Louisville. *Largest city:* Louisville, population, 318,713. *Rank among the states in area:* 36th. *Rank among the states in population:* 16th. *Density of population per square mile:* 69.9. *Cities over 10,000 in population:* 11.

A Few Statistics of West Virginia

Area: 24,170 square miles. *Population:* 1,900,217. *Capital:* Charleston, population, 67,282. *Boundaries:* Pennsylvania and the Potomac River on the north, Virginia on the east and south, Kentucky and the Ohio River on the west. *Government:* Legislature composed of a Senate of 30 members and a House of Delegates of 94 members meeting biennially in odd years. *Climate:* Varies largely according to the altitude; at Parkersburg the average winter temperature is 32 degrees F. and the summer temperature 75. *Nickname:* The Panhandle State. *Rainfall:* 39.4 inches annu-

ally. *Largest city:* Huntington, population, 78,781. *Rank among the states in area:* 40th. *Rank among the states in population:* 26th. *Density of population per square mile of area:* 78.9. *Cities over 10,000 in population:* 12.

A Little History of Kentucky and West Virginia

1654 Colonel Wood explores as far west as the Mississippi. At this time the Virginian colonies along the seacoast are becoming well established, and according to royal charter all the lands to the west, which includes what will be later the states of Kentucky and West Virginia, are part of the mother colony.

1673 Marquette and Joliet explore the region.

1719 Settlers cross the Potomac and establish a community at Shepherdstown.

1750 Dr. Thomas Walker discovers the pass through the mountains later to be known as Cumberland Gap.

1769 Daniel Boone passes through the gap with 5 companions and explores.

1774 Harrodstown, now Harrodsburg, is laid out.

1775 Boone brings a party into Kentucky, and the period of colonization begins in earnest. Kentucky organizes itself as the State of Transylvania, and the new state sends a delegation to the Continental Congress. Virginia objects, and recognition is refused.

1776 Virginia forms part of huge Fincastle County into Kentucky County. There is much fighting in both West Virginia and Kentucky against both the British and the Indians, with whom the British were loosely allied.

1792 By agreement with Virginia, Kentucky is admitted to the Union as a sovereign commonwealth. West Virginia remains part of the mother state.

1808 Jefferson Davis is born in Christian County, Kentucky.

1809 Abraham Lincoln is born in Hardin County, Kentucky.

1830 The first rail of the Lexington and Ohio Railroad is laid at Lexington.

1853 The steamer *Eclipse* makes the record run upstream from New Orleans to Louisville in 4 days, 9 hours, and 31 minutes.

1861 The War Between the States begins, and the first armed conflict takes place at Philippi. Kentucky declares her neutrality.

1863 West Virginia, which, in common with the mountain regions of Kentucky and Tennessee, has remained fiercely loyal to the Union, is separated from Virginia and admitted to the Union as the State of West Virginia.

1875 The first Kentucky Derby is run at Louisville.

A Selected List of Hotels

THE FOLLOWING LIST OF HOTELS IS MADE UP OF ESTABLISHMENTS EITHER known to me personally or recommended from various sources as being satisfactory within the price range shown. It does not pretend to be a complete listing of the hotels in the South, but is rather intended to give the visitor the advantage of the information I have received. The omission of any hotel from this list is in no sense to be considered derogatory.

When a hotel quotes both in and out of season prices, the rate given is the in season rate. Many hotels cut their rates nearly in half during the out of season months. When both European and American plan rates are quoted by the same hotel, I have given the European plan quotations, as I believe this to be the arrangement most liked by travelers today. In all cases the rates are the minimum, and to secure rooms at that rate during the season it will probably be necessary to make reservations long in advance. At the more popular resorts during the in season months it will probably be necessary to make advance reservations to get rooms at all. The official Hotel Red Book has been used as the final authority on rates.

Alabama

Anniston: Alabama (E) 90 rms., $1.25. Jefferson Davis (E) 100 rms., $1.50. *Birmingham:* Bankhead (E) 350 rms., $2.00. Gilbert (E) 100 rms., $1.00. Hillman (E) 175 rms., $1.50. Redmont (E) 250 rms. Thomas Jefferson (E) 350 rms., $2.50. Tutwiler (E) 500 rms., $2.50. *Decatur:* Cornelian Court (E) 80 rms., $2.00. Lyons (E) 118 rms., $1.25. *Demopolis:* Demopolis Inn (E) 70 rms., $1.25. *Dothan:* Houston (E) 135 rms., $2.00. *Fairhope:* Colonial Inn (A) 50 rms., $4.50. Fairhope (E) $4.00. *Florence:* Negley (E) 100 rms., $1.50. *Gadsden:* Printup (E) 100 rms., $2.00. Reich (E) 150 rms., $2.50. *Huntsville:* Twickenham (E) 100 rms., $1.50. *Mobile:* Admiral Semmes (E) 250 rms., $2.50. Battle House (E) 325 rms., $2.00. Gilbert's St. Andrew (E) 125 rms., $1.00. *Montgomery:* Exchange (E) 165 rms., $1.50. Gay-Teague (E) 150 rms., $1.50. Greystone (E) 150 rms., $2.50. Jefferson Davis (E) 250 rms., $2.50. Whitley (E) 256 rms., $2.50. *Tuscaloosa:* Burchfield (E) 75 rms., $1.50. McLester (E) 103 rms., $1.50. *Tuskegee:* Frank Harris (E) 50 rms., $1.00.

Prices quoted are minimum rates per day. (A) American plan. (E) European plan.

Florida

Altamonte Springs: Altamonte Hotel (A) 100 rms., $3.50. *Apalachicola:* Gibson (E) 50 rms., $1.50. *Apopka:* Palms (A) 40 rms. *Arcadia:* Arcadia House (E) 60 rms. Plaza (E) 97 rms., $1.00. *Atlantic Beach:* Atlantic Beach (A) 60 rms., $5.00. *Avon Park:* Highland Lakes (E) 117 rms., $2.00. Jacaranda (E) 120 rms., $2.00 Pine Crest Lakes Club (A) 58 rms., $9.00. *Babson Park:* Hillcrest Lodge (A) 30 rms., $7.00. *Bartow:* New Oaks (E) 75 rms., $1.50. Stewart Hotel (E) 35 rms., $1.00. *Belleair:* Belleview Biltmore (A) 415 rms. *Boca Grande:* Boca Grande (A) 200 rms., $11.00. Gasparilla Inn (A) 116 rms., $14.00. *Bonita Springs:* Bonita Springs (A) 36 rms., $5.00. *Bradenton:* Dixie Grand (E) 175 rms., $2.50. Keswick Arcade (E) 63 rms., $1.50 Manatee River (E) 200 rms., $3.50. Manavista (E) 87 rms., $1.50. Robert Whitney (E) 90 rms., $1.50. *Captiva:* Captiva Lodge (A) 40 rms., $6.00. *Cedar Keys:* Cedar Keys (E) $1.00. *Clearwater:* Borden (E) 27 rms., $1.50. Clearwater Beach (E) 100 rms., $1.50. Fort Harrison (E) 253 rms., $4.00. Gray Moss Inn (E) 100 rms., $1.50. Osceola Inn (E) 25 rms., $2.50. West Coast Hotel (E) 45 rms., $2.00. *Cocoa:* Brevard (E) 55 rms., $2.50. Cocoa House (E) 50 rms., $2.00. Knox (E) 49 rms., $1.25. *Cocoa Beach:* Ocean Lodge (A) $4.00. *Coral Gables:* Antilla Hotel (E) 65 rms., $2.50. Casa Loma (E) 80 rms., $2.50. Miami Biltmore (E) 400 rms., $8.00. *Crystal River:* Crystal River Inn (A) 25 rms., $3.00. *Daytona Beach:* Barbe (E) 30 rms., $2.00. Breakers (E) 50 rms., $1.50. Clarendon (A) 160 rms., $8.00. Daytona Terrace (E) 150 rms., $2.50. Geneva (A) 75 rms., $4.50. Gilbert (E) 80 rms., $1.50. Osceola (A) 150 rms., $6.00. Prince George (E) 70 rms., $2.00. Princess Issena (A) 200 rms., $8.00. Seaside Inn (E) 70 rms., $1.50. Seville (E) 40 rms., $2.00. *De Land:* College Arms (A) 150 rms., $5.00. Putnam (E) 125 rms., $2.00. Stetson Lodge (E) 35 rms., $1.50. *De Leon Springs:* De Soto House (E) 40 rms., $1.00. Ponce de Leon Springs (E) 27 rms., $2.00. *Delray Beach:* Bon Air (A) 69 rms., $4.00. Colony (E) 150 rms., $3.00. Sandoway East (A) 25 rms., $10.00. Seacrest (A) 60 rms., $6.00. *Dunedin:* Dunedin (A) 30 rms. Fenway (A) 116 rms., $9.00. Yacht Club Inn (A) 38 rms. *Dunellon:* Rainbow Springs Lodge (A) $4.50. *Eau Gallie:* Oleanders (E) 62 rms., $2.50. *Eustis:* Grand View (E) 59 rms., $1.50. *Everglades:* Everglades Inn (E) 50 rms., $2.00. Rod and Gun Club (A) 40 rms., $9.00. *Fort Lauderdale:* Broward (E) 100 rms., $5.00. Champ Carr (E) 125 rms., $6.00. Garden Court (E) 35 rms., $2.00. Gilbert-Maryland (E) 50 rms., $1.00. Governor's Club Hotel (E) 125 rms., $6.00. Lauderdale Beach Hotel (A) 150 rms., $13.00. *Fort Myers:* Franklin Arms (E) 102 rms., $2.50. Morgan (E) 62 rms., $2.50. Royal Palm (E) 150 rms., $2.50. *Fort Myers Beach:* Fort Myers Beach (A) 29 rms., $5.00. *Fort Pierce:* New Fort Pierce (E) 125 rms., $2.00. *Gainesville:* Gilbert (E) 40 rms., $1.50. Thomas (E) 100 rms., $2.50. White House (E) 70 rms., $1.50. *Green Cove Springs:* Qui-si-Sana (E) 50 rms., $1.50. *Haines City:* Polk Hotel (E) 70 rms., $2.00. *Hobe Sound:* Jupiter Island Club (A) 62 rms. *Hollywood:* Casa Blanca (E) 40 rms., $1.50. Hollywood Beach (A) 540 rms. Park View (E) 100 rms., $3.00. Surf Hotel (E) 50 rms., $8.00. Villa Hermosa (E) 48 rms., $3.00. *Jacksonville:* Andrew Jackson (E) 100 rms., $1.00. Aragon (E) 125 rms., $1.50. Burbridge (E) 150 rms., $1.50. Flagler (E) 125 rms., $1.00. George Washington (E) 300 rms., $3.00. Gilbert (E) 78 rms., $1.00. Mayflower (E) 300 rms., $2.50. Roosevelt (E) 300 rms., $2.00. Seminole (E) 250 rms., $2.00. Windsor (E) 220 rms., $2.50. *Jasper:* Hewitt (E) $1.25. *Key West:* Casa Marina (A) 200 rms., $9.00. La Concha (E) 127 rms., $3.50. Overseas (E) 100

Prices quoted are minimum rates per day. (A) American plan. (E) European plan.

rms., $1.50. *Kissimmee:* Gilbert Arcade (E) 40 rms., $1.00. *Lakeland:* Gilbert-Washburn (E) 44 rms., $1.00. Lakeland Terrace (E) 150 rms., $2.50. New Florida (E) 175 rms., $2.50. *Lake Wales:* Chalet Suzanne (A) 25 rms. Lake Shore Hotel (E) 50 rms., $1.50. Seminole Inn (E) 36 rms., $1.25. Walesbilt (E) 96 rms., $2.00. *Live Oak:* Suwannee Hotel (E) 66 rms., $1.25. *Melbourne:* Indialantic (A) 50 rms., $7.00. Melbourne (E) 74 rms., $1.50. *Miami:* Alcazar (E) 250 rms., $4.00. Alhambra (E) 85 rms., $1.50. Columbus (E) 300 rms., $4.00. Dallas Park (E) 300 rms., $4.00. Dolphin (E) 125 rms., $3.00. El Comodoro (E) 250 rms., $2.50. Everglades (E) 600 rms., $5.00. McAllister (E) 550 rms., $4.00. Miami Colonial (E) 200 rms., $5.00. Miramar (E) 100 rms., $5.00. Roberts (E) 150 rms., $2.50. Villa d'Este (E) 90 rms., $2.00. *Miami Beach:* Anglers (E) 50 rms., $4.00. Atlantis (E) 150 rms. Barclay-Plaza (E) 100 rms., $4.00. Breakers (E) 38 rms., $6.00. Embassy (E) 100 rms., $8.00. Flamingo (A) 239 rms., $12.00. Le Roy (E) 100 rms., $8.00. Pancoast (A) 137 rms., $15.00. Roney Plaza (E) 300 rms., $8.00. Surfside (E) 125 rms., $8.00. Whitman (E) 150 rms., $9.00. Wofford (E) 150 rms., $5.00. *Mount Dora:* Lakeside Inn (E) 125 rms., $6.00. *New Smyrna:* Alba Court Inn (E) 50 rms., $1.00. New Smyrna Hotel (A) 75 rms., $5.00. *Ocala:* Harrington Hall (E) 74 rms., $1.25. Highlands (E) 35 rms., $3.00. Marion (E) 100 rms., $2.50. *Orlando:* Angebilt (E) 250 rms., $3.00. Avalon (E) 60 rms., $1.50. Jefferson Court (E) 135 rms., $2.00. Orange Court (E) 279 rms., $2.50. San Juan (E) 25 rms., $3.00. Wyoming (A) 125 rms., $8.00. *Ormond Beach:* Coquina (A) 121 rms., $8.00. Ormond (A) 300 rms., $6.00. *Palatka:* Gilbert (E) 36 rms., $1.00. James (E) 50 rms., $1.50. *Palm Beach:* Brazilian Court (E) 180 rms., $7.00. Breakers (A) 500 rms. Everglades (E) 60 rms., $3.00. Mayflower (E) 250 rms., $6.00. Palm Beach Biltmore (A) 550 rms., $10.00. Villa Atlantique (E) 60 rms., $3.00. Whitehall Hotel (E) 300 rms., $8.00. *Pass-a-Grille Beach:* Don Ce-Sar Beach (A) 327 rms., $9.00. Pass-a-Grille Beach (E) 50 rms., $5.00. *Pensacola:* Gilbert (E) 40 rms., $1.00. San Carlos (E) 500 rms., $2.50. *Pirates Cove:* Pirates Cove Fishing Camp (A) 40 rms., $6.00. *Pompano:* Hillsboro Club (A) 75 rms., $8.00. *Ponte Vedra Beach:* The Inn (A) 80 rms., $8.00. *Port Sewall:* Sunrise Inn (A) 100 rms., $8.00. *Punta Gorda:* Charlotte Harbor (A) 200 rms., $8.00. *St. Augustine:* Gilbert-Plaza (E) 40 rms., $1.00. Monson (A) 100 rms., $7.00. Ponce de Leon (A) 250 rms., $6.00. *St. Petersburg:* Alexander (E) 75 rms., $5.00. Allison (E) 126 rms., $2.00. Gilbert (E) 65 rms., $1.00. Huntington (E) 125 rms., $4.00. Jungle (A) 100 rms., $8.00. Poinsettia (E) 100 rms., $2.00. Princess Martha (E) 250 rms., $3.00. Vinoy Park (A) 375 rms., $8.00. *Sanford:* Gilbert (E) 50 rms., $1.00. Mayfair (E) 75 rms., $2.00. *Sarasota:* Bay Island (A) 40 rms., $5.00. Gulf View Inn (A) 52 rms., $7.50. John Ringling (E) 150 rms., $3.00. Orange Blossom (E) 125 rms., $2.50. Sarasota Terrace (E) 125 rms., $3.50. *Sebring:* Harder Hall (E) 150 rms., $5.00. Sebring (E) 100 rms., $2.00. *Silver Springs:* Silver Springs Court (E) 39 rms., $2.00. *Tallahassee:* Cherokee (E) 100 rms., $2.00. Floridan (E) 150 rms., $2.50. *Tampa:* Bayview (E) 150 rms., $1.50. Floridan (E) 400 rms., $2.50. Gilbert (E) 40 rms., $1.00. Hillsboro (E) 326 rms., $2.50. Mirasol (E) 146 rms., $2.00. Tampa Terrace (E) 225 rms., $3.00. *Tarpon Springs:* Stratford (E) 40 rms., $1.25. Villa Plumosa (E) $2.00. *Useppa Island:* Useppa Inn (A) 140 rms., $11.00. *Vero Beach:* Royal Park Inn (E) 50 rms., $2.50. *Wakulla Springs:* Wakulla Springs Lodge (E) 25 rms., $3.50. *West Palm Beach:* Alhambra (E) 100 rms., $2.00. Dixie Court (E) 132 rms., $2.50. George Washington (E) 200 rms., $4.00. Royal Worth (E) 260 rms., $4.00. *Winter Haven:* Florence Villa (E) 125 rms., $4.00. Haven

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(E) 136 rms., $2.50. *Winter Park:* Alabama (E) 80 rms., $5.50. Hamilton (E) 40 rms., $2.50. Seminole (A) 82 rms., $6.00. Virginia Inn (A) 80 rms., $6.00.

Georgia

Albany: Gordon (E) 115 rms., $2.00. New Albany (E) 125 rms., $2.00. *Athens:* Georgian (E) 112 rms., $1.75. Gilbert (E) 51 rms., $1.50. Holman (E) 125 rms., $1.75. *Atlanta:* Ansley (E) 400 rms., $2.50. Atlanta Biltmore (E) 600 rms., $3.00. Atlantan (E) 300 rms., $2.00. Briarcliff (E) 400 rms., $2.50. Clermont (E) 150 rms., $2.50. Henry Grady (E) 550 rms., $2.50. Jefferson (E) 125 rms., $1.50. Piedmont (E) 450 rms., $2.50. Robert Fulton (E) 300 rms., $2.50. Winecoff (E) 200 rms., $2.00. *Augusta:* Bon Air (A) 400 rms., $7.00. Gilbert (E) 60 rms., $1.00. Partridge Inn (A) 125 rms., $6.00. Richmond (E) 300 rms., $2.50. *Brunswick:* Oglethorpe (E) 98 rms., $1.50. Royal (E) 40 rms., $1.50. *Columbus:* Ralston (E) 200 rms., $1.50. Waverly (E) 110 rms., $2.00. *Gainesville:* Dixie Hunt (E) 100 rms., $1.50. *Griffin:* Griffin (E) 85 rms., $1.25. *Macon:* Dempsey (E) 275 rms., $2.50. Grady (E) 100 rms., $1.50. *Rome:* General Forrest (E) 150 rms., $1.50. Greystone (E) 150 rms., $1.50. *St. Simons Island:* King and Prince Surf (E) 100 rms., $4.00. *Savannah:* De Soto (E) 303 rms., $2.50. Gilbert (E) 85 rms., $1.00. Savannah (E) 300 rms., $2.00. *Sea Island:* Cloister (A) 120 rms., $10.00. *Thomasville:* Three Toms Inn (A) 90 rms., $6.00. *Waycross:* Ware (E) 110 rms., $2.00.

Kentucky

Ashland: Henry Clay (E) 150 rms., $2.50. Ventura (E) 200 rms., $1.50. *Berea:* Boone Tavern (E) 80 rms., $1.00. Colonial (E) 30 rms., $1.25. *Bowling Green:* Helm (E) 150 rms., $1.50. Mansard (E) 106 rms., $1.50. *Corbin:* Saunders Court (E) 32 rms., $2.00. Wilbur (E) 50 rms., $1.25. *Frankfort:* New Capital (E) 100 rms., $2.00. *Henderson:* Soaper (E) 100 rms., $1.50. *Lexington:* Kentuckian (E) 300 rms., $2.50. La Fayette (E) 300 rms., $2.50. Phoenix (E) 400 rms., $2.50. *Louisville:* Brown (E) 700 rms., $3.00. Gilbert (E) 140 rms., $1.00. Henry Clay (E) 200 rms., $2.00. Henry Watterson (E) 250 rms., $2.00. Kentucky (E) 450 rms., $2.50. Puritan (E) 300 rms., $3.00. Seelbach (E) 500 rms., $1.75. Tyler (E) 195 rms., $1.50. *Mammoth Cave:* Great Onyx Cave (E) $1.00. Mammoth Cave (E) 115 rms., $1.50. *Middlesboro:* Cumberland (E) 130 rms., $1.50. *Morehead:* Midland Trail (E) 40 rms., $1.25. *Mount Sterling:* Montgomery (E) 48 rms., $1.50. *Owensboro:* Owensboro (E) 150 rms., $2.00. *Paducah:* Irvin Cobb (E) 200 rms., $2.50. *Winchester:* Brown Proctor (E) 100 rms., $1.50.

Eastern Louisiana

Baton Rouge: Heidelberg (E) 250 rms., $2.50. Istrouma (E) 200 rms., $1.50. King (E) 175 rms., $2.00. *New Orleans:* Jung (E) 700 rms., $3.00. Lafayette (E) 100 rms., $1.75. Monteleone (E) 600 rms., $2.00. New Orleans (E) 300 rms., $3.00. Pontchartrain (E) 200 rms. Roosevelt (E) 800 rms., $3.50. St. Charles (E) 500 rms., $3.00.

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Mississippi

Biloxi: Buena Vista (E) 250 rms., $2.50. White House (E) 168 rms., $2.00. *Edgewater Park:* Edgewater Gulf (E) 400 rms., $3.00. *Greenville:* Greenville (E) 150 rms., $1.50. *Gulfport:* Great Southern (E) 200 rms., $2.00. *Hattiesburg:* Leaf (E) 60 rms., $1.25. Milner (E) 125 rms., $1.00. *Jackson:* Edwards (E) 400 rms., $2.00. Heidelberg (E) 300 rms., $2.00. Robert E. Lee (E) 250 rms., $2.50. Walthall (E) 200 rms., $2.00. *Laurel:* Pinehurst (E) 130 rms., $1.50. *Meridian:* Lamar (E) 200 rms., $2.50. *Natchez:* Eola (E) 125 rms., $2.00. *Pass Christian:* Grey Castle (A) 60 rms., $5.00. Inn-by-the-Sea (A) 50 rms., $8.00. Miramar (E) 50 rms., $2.00. *Tupelo:* Jefferson Davis (E) 50 rms., $1.50. Tupelo (E) 100 rms., $1.50. *Vicksburg:* Vicksburg (E) 200 rms., $2.00.

North Carolina

Asheville: Asheville-Biltmore (E) 100 rms., $2.50. Asheville (E) 100 rms., $1.50. Battery Park (E) 220 rms., $2.50. George Vanderbilt (E) 172 rms., $2.50. Grove Park Inn (A) 154 rms., $8.00. Langren (E) 250 rms., $1.50. *Blowing Rock:* Green Park (A) 100 rms., $4.00. Hob Nob Inn (A) $3.00. Mayview Manor (A) $5.00. *Carolina Beach:* Greystone Inn (E). *Chapel Hill:* Carolina Inn (E). *Charlotte:* Charlotte (E) 400 rms., $2.50. Mayfair (E) 100 rms., $2.00. Selwyn (E) 200 rms., $1.50. *Dillsboro:* Jarrett Springs (E) 25 rms., $2.00. *Durham:* Malbourne (E) 200 rms., $1.50. Washington Duke (E) 300 rms., $2.50. *Elizabeth City:* Virginia Care (E) 100 rms., $2.00. *Fayetteville:* La Fayette (E) 90 rms., $1.50. Prince Charles (E) 150 rms., $2.50. *Goldsboro:* Goldsboro (E) 166 rms., $2.00. *Greensboro:* King Cotton (E) 250 rms., $2.50. O. Henry (E) 300 rms., $2.50. *Greenville:* Proctor (E) 80 rms., $1.75. *Hendersonville:* Park Hill Inn (E) 50 rms., $2.50. Skyland (E) 76 rms., $2.50. *Lake Lure:* Lake Lure Inn (A) 65 rms., $6.00. *Manteo:* Fort Raleigh (A) 30 rms., $2.75. *Nag's Head:* Le Roy's Seaside Inn (A) 50 rms., $3.50. *New Bern:* Gaston (E) 100 rms., $1.50. New Bernian (E) 60 rms., $1.50. Queen Anne (E) 100 rms., $2.00. *Pinehurst:* Berkshire (A) 70 rms., $4.00. Carolina (A) 272 rms., $8.00. Holly Inn (A) 125 rms., $6.00. Manor (A) 60 rms., $5.00. Pine Crest Inn (A) 50 rms., $4.00. *Raleigh:* Carolina (E) 250 rms., $2.50. Sir Walter (E) 400 rms., $2.50. *Roaring Gap:* Graystone Inn (A) 75 rms., $5.00. *Rutherfordton:* Isothermal (E) 52 rms., $1.50. *Southern Pines:* Belvedere (E) 60 rms., $1.50. Highland Lodge (E) 25 rms., $1.50. Highland Pines Inn (A) 150 rms., $5.00. Hollywood (A) 70 rms., $4.00. Jefferson Inn (E) 33 rms., $1.50. Mid Pines Club (A) 64 rms., $9.00. Pine Needles (A) 80 rms., $8.00. *Tryon:* Mimosa Inn (A) 30 rms., $6.00. Oak Hall (E) 75 rms., $2.50. Pine Crest Inn (A) 29 rms., $6.00. *Wilmington:* Cape Fear (E) 185 rms., $2.50. Wilmington (E) 100 rms., $1.75. *Winston-Salem:* Carolina (E) 125 rms., $1.50. Robert E. Lee (E) 350 rms., $2.50. *Wrightsville Beach:* Ocean Terrace (A) 150 rms., $6.00.

South Carolina

Aiken: Henderson (E) 50 rms., $2.00. Willcox's (A) 60 rms., $9.00. *Anderson:* John C. Calhoun (E) 110 rms., $1.50. *Beaufort:* Sea Island (E) 30 rms., $1.50.

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Camden: Court Inn (E) 100 rms., $1.50. Hobkirk Inn (A) 80 rms., $5.00. Kirkwood (A) 176 rms., $7.00. *Charleston:* Charleston (E) 150 rms., $1.50. Fort Sumter (E) 175 rms., $6.00. Francis Marion (E) 300 rms., $2.50. Villa Margherita (A). *Columbia:* Columbia (E) 200 rms., $2.50. Gresham (E) 100 rms., $1.50. Jefferson (E) 250 rms., $2.00. Wade Hampton (E) 200 rms., $2.50. *Greenville:* Greenville (E) 250 rms., $2.00. Poinsett (E) 200 rms., $2.50. *Myrtle Beach:* Lafayette Manor (E) 50 rms., $3.00. Ocean Forest (A) 250 rms., $5.00. *Rock Hill:* Andrew Jackson (E) 79 rms., $1.50. *Spartanburg:* Franklin (E) 200 rms., $1.50. *Summerville:* Carolina Inn (A) 67 rms., $7.00. Holly Inn (A) 50 rms., $5.50. Pine Forest Inn (A) 200 rms., $5.00. Squirrel Inn (E) 30 rms., $1.50. *Walterboro:* Hayne (E) 50 rms., $2.00. Lady Lafayette (E) 45 rms. Lord Colleton (E) 60 rms., $3.00.

Tennessee

Chattanooga: Gilbert-Ellis (E) 75 rms., $1.00. Key (E) 100 rms., $1.50. Lookout Mountain (E) 200 rms., $3.00. Park (E) 150 rms., $1.50. Patten (E) 400 rms., $2.00. Plaza (E) 100 rms., $1.50. Read House (E) 418 rms., $2.50. *Cumberland Gap:* Cumberland Gap (E) 40 rms., $1.00. *Gatlinburg:* Mountain View (A) 72 rms., $4.00. New Gatlinburg Inn (E) 50 rms., $2.50. *Jackson:* New Southern (E) 250 rms., $2.50. *Jellico:* Glanmorgan (E) 40 rms., $1.25. *Johnson City:* John Sevier (E) 225 rms., $2.50. *Kingsport:* Kingsport Inn (E) 100 rms., $1.50. *Knoxville:* Andrew Johnson (E) 350 rms., $2.50. Farragut (E) 325 rms., $2.50. Gilbert-Stratford (E) 110 rms., $1.00. Park (E) 150 rms., $1.50. St. James (E) 150 rms., $2.00. *Memphis:* Chisca (E) 400 rms., $2.00. Claridge (E) 400 rms., $2.50. De Voy (E) 150 rms., $1.50. Gayoso (E) 300 rms., $2.00. Peabody (E) 625 rms., $3.00. Wm. Len (E) 250 rms., $2.00. *Nashville:* Andrew Jackson (E) 400 rms., $2.50. Clarkston (E) 150 rms., $1.25. Hermitage (E) 250 rms., $2.50. James Robertson (E) 250 rms., $2.00. Noel (E) 250 rms., $2.50. Sam Davis (E) 250 rms., $2.00.

Virginia

Abingdon: Martha Washington Inn (E) 200 rms., $1.50. *Alexandria:* George Mason (E) 100 rms., $2.00. Penn-Daw (E) 50 rms., $1.50. *Bristol:* Bristol (E) 150 rms., $1.75. General Shelby (E) 160 rms., $1.50. *Charlottesville:* Albemarle (E) 100 rms., $1.50. Monticello (E) 165 rms., $2.00. *Culpeper:* Lord Culpeper (E) 30 rms., $1.50. *Danville:* Danville (E) 150 rms., $2.00. Stonewall Jackson (E) 75 rms., $1.25. *Fredericksburg:* Princess Anne (E) 100 rms., $1.50. Stratford (E) 70 rms., $1.50. *Front Royal:* Royal Hotel (E) 50 rms., $1.75. *Harrisonburg:* Kavanaugh (E) 125 rms., $1.50. Warren (E) 60 rms., $1.00. *Hot Springs:* Homestead (A) 600 rms., $12.00. Vine Cottage Inn (E) $2.50. *Leesburg:* Leesburg Inn (E) 47 rms., $1.50. *Lexington:* Robert E. Lee (E) 100 rms., $2.00. *Luray:* Mimslyn (E) 70 rms., $2.00. *Lynchburg:* Carroll (E) 165 rms., $1.50. Virginian (E) 200 rms., $2.00. *Marion:* Lincoln (E) 75 rms., $1.50. Marion (E) 80 rms., $1.50. *Martinsville:* Henry (E) 75 rms., $1.50. Thomas Jefferson (E) 40 rms., $1.50. *Mountain Lake:* Mountain Lake (A) 75 rms., $6.00. *Natural Bridge:* Natural Bridge (E) 196 rms., $1.50. Forest Tavern (E) 42 rms., $1.50. *New Market:* Shenvalee (E) $2.00. *Newport News:* Tidewater (E) 75 rms., $1.50. Warwick (E) 230 rms., $1.50. *Norfolk:* Atlantic (E) 150 rms., $2.00. Fairfax (E) 150 rms., $2.00. Gilbert (E) 120 rms.,

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$1.00. Monticello (E) 300 rms., $2.00. Southland (E) 160 rms., $1.50. Thomas Nelson (E) 200 rms., $2.00. *Ocean View:* Nansemond (E) 150 rms., $1.50. *Old Point Comfort:* Chamberlin (E) 300 rms., $3.00. *Petersburg:* Jefferson (E) 100 rms., $1.50. Petersburg (E) 125 rms., $1.75. *Portsmouth:* Monroe (E) 115 rms., $1.50. *Richmond:* Capitol (E) 110 rms., $1.50. Jefferson (E) 350 rms., $2.00. John Marshall (E) 400 rms., $3.00. Murphy (E) 260 rms., $1.50. Richmond (E) 300 rms., $2.00. Rueger (E) 130 rms., $1.50. Travelers (E) 95 rms., $1.50. William Byrd (E) 200 rms., $2.25. *Roanoke:* Patrick Henry (E) 300 rms., $2.00. Ponce de Leon (E) 200 rms., $2.00. Roanoke (E) 325 rms., $2.50. *Skyland:* Skyland (A) 150 rms., $4.25. *Staunton:* Beverly (E) 70 rms., $1.25. Stonewall Jackson (E) 100 rms., $2.00. *Virginia Beach:* Cavalier (A) 200 rms., $7.00. *Warrenton:* Warren Green (E) 100 rms., $1.50. *Williamsburg:* Williamsburg Inn (E) 100 rms., $6.00. Williamsburg Lodge (E) 100 rms., $3.00. *Winchester:* George Washington (E) 150 rms., $2.00. *Yorktown:* Monument Lodge (E) 30 rms., $1.50.

West Virginia

Bluefield: West Virginian (E) 240 rms., $2.00. *Charleston:* Daniel Boone (E) 341 rms., $2.50. Holly (E) 225 rms., $1.50. Kanawha (E) $2.00. Ruffner (E) 200 rms., $1.50. *Clarksburg:* Stonewall Jackson (E) 200 rms., $2.00. *Elkins:* Randolph (E) 100 rms., $1.50. Tygart (E) 100 rms., $1.00. *Fairmont:* Fairmont (E) 175 rms., $1.50. *Huntington:* Frederick (E) 175 rms., $1.50. Governor Cabelle (E) 175 rms., $2.50. Huntington (E) 100 rms., $1.50. Prichard (E) 300 rms., $2.50. *Lewisburg:* General Lewis (E) 32 rms., $2.00. *Martinsburg:* Shenandoah (E) 100 rms., $2.00. *Parkersburg:* Chancellor 220 rms., $1.50. *Wheeling:* McLure (E) 320 rms., $1.50. Windsor (E) 200 rms., $2.00. *White Sulphur Springs:* Alvon (E) 40 rms., $1.75. Greenbrier (E) 600 rms., $6.00. West Virginian (E) 30 rms., $1.25. *Williamson:* Mountaineer (E) 115 rms., $1.75.

Prices quoted are minimum rates per day. (A) American plan. (E) European plan.

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A MAP OF
The South
Showing some National forests, parks, and monuments; also State capitals and other cities...
0 50 100 150
MILES
IND.
ILL.
Louisville
Frankfort
Lexington
A. Lincoln N. Pk.
Mammoth Cave Nat'l. Pk.
Ky.
Paducah
Cumberland
Ft. Donelson N. Mil. Pk.
Nashville
Stones River N. Mil. Pk.
Tenn.
Cherokee N.F.
Chattanooga
Shiloh N. Mil. Pk.
Memphis
Holly Springs N.F.
Chickamauga & Chattanooga N. Mil. Pk.
OKLA.
ARK.
Black Warrior N.F.
Birmingham
Talladega N.F.
Ocmulgee N. M
PAID
Talladega N.F.
Miss.
Ala.
Columb
Vicksburg
Jackson
Bienville N.F.
Montgomery
N. Mil. Pk.
Homochitto N.F.
La.
Natchez
Conecuh N.F.
DeSoto N.F.
Mobile
Choctawhatchee N.F.
Tallahas
Biloxi
Pensacola
Apalachicola N.F.
Baton Rouge
Gulfport
TEX.
New Orleans
GULF OF MEXI

(Continued from front flap)

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